

MALACCA STRAIT—SUMATRA, EAST COAST.

Sungi Rokan Entrance—Light-Buoy established.

No. 258 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 734 of 1922), are republished:—

Position.—Lat. $2^{\circ} 28' 00''$ N., long. $100^{\circ} 48' 00''$ E.

Description.—A light-buoy painted in red and black horizontal bands, exhibiting an *occulting white* light every six seconds, thus:

<u>Light,</u>	<u>eclipse,</u>
3 sec.	3 sec.

Charts affected.—No. 794, Pulo Berhala to Cape Rachado.
„ 1355, Malacca strait.

Publication.—China Sea Pilot, Vol. I., 1916, page 123.

Authority.—Hague Notices Nos. 687 and 814 of 1922. (*H. 2232-22.*)

AUSTRALIA, EAST COAST—HOME ISLANDS.

Clerke Island Light—Amended Position.

No. 259 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 738 of 1922), are republished:—

Position.—At a distance of about $1\frac{1}{2}$ cables southward from charted position, on the rocks off the south-eastern side of Clerke island.

Lat. $11^{\circ} 58'$ S., long. $143^{\circ} 17'$ E.

Description.—A *flashing white* light.

Remarks.—The light is obscured from 034° through east to 139° .

Charts affected.—No. 3088, Plan of Home islands anchorage.
„ 2920, Cape Direction to Cape Grenville.
„ 2354, Cape Grenville to Booby island.
„ 2919, Cape Grenville to Cape York.

Publications.—List of Lights, Part VI., 1922, No. 2750.

Australia Pilot, Vol. IV., 1917, page 287; Supplement No. 3, 1921.

Authority.—H. M. A. S. *Geranium*, Remark Book, 1921. (*H. 2538-22.*)

SOUTH AFRICA—CAPE OF GOOD HOPE, ALGOA BAY.

Port Elizabeth—Anchorage Lights established.

No. 260 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 741 of 1922), are republished:—

(a) Front light:

Position.—At a distance of 1.70 cables 012° from the 182 ft. Δ situated south-eastward of Humewood.
Lat. $33^{\circ} 59'$ S., long. $25^{\circ} 39'$ E. (*approx.*).

Abridged description.—Lt. Occ. R. ev. 5 sec., vis. 7 m.

Characteristics:

Character.—Occulting red every five seconds, thus:

Light,	eclipse,
4 sec.	1 sec.

Visibility.—7 miles.

Structure.—White wooden diamond-shaped beacon.

(b) Rear light:

Position.—At a distance of 1·30 cables 169° from front light.

Abridged description.—Lt. Fl. ev. sec. vis. 7 m.

Characteristics:

Character.—Flashing white every second, thus:

Flash,	eclipse,
0·2 sec.	0·8 sec.

Visibility.—7 miles.

Structure.—Black wooden diamond-shaped beacon with white diamond in centre.

Remarks.—These lights in line bearing 169° are for the assistance of vessels when anchoring.

Charts affected.—No. 641, Port Elizabeth.

„ 642, Algoa bay.

„ 2085, Cape St. Francis to Waterloo bay.

Publications.—List of Lights, Part VI., 1922, Nos. 26, 27.

Africa Pilot, Part III., 1915, pages 120 to 122.

Authority.—H.M.S., *Lowestoft*, Hyd. Note No. 1 of 1922, and Johannesburg Notice No. 196 of 1922. (H. 2469-22.)

CHINA, EAST COAST—HAITAN ISLAND, NORTH-EAST COAST.

Cust Island.—Shoal reported south-eastward of.

No. 261 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 742 of 1922), are republished:—

Position.—Cust island Δ, lat. 25° 39' N., long. 119° 48' E. (approx.).

Details.—Ashoal which has not been examined, is reported to exist south-eastward of Cust island. The undermentioned depths are to be placed on the charts and enclosed by a 5-fathom contour line:—

Distance and bearing from Cust island 170 ft. Δ	Depth.
(a) 12·2 cables 115° ...	3 fathoms (5 ^m 5).
(b) 10·3 cables 118° ...	3 fathoms (5 ^m 5).
(c) 8·8 cables 121° ...	2½ fathoms (5 ^m 0).

Note.—The note “*Reported (1922)*” is to be inserted against this shoal on the charts.

Charts affected.—No. 1985, Hai tan strait.

„ 1761, Ocksen islands to Tung yung.

Publication.—China Sea Pilot, Vol. V., 1912, page 162.

Authority.—H.M.S. *Foxglove*, Hyd. Note No. 1 of 1922. (H. 1709-22.)

TASMANIA, NORTH COAST.

River Mersey Entrance—Amendments to Chart.

No. 262 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 749 of 1922), are republished :—

Position.—West Devonport railway station, lat. $41^{\circ} 11' S.$, long. $146^{\circ} 24' E.$ (approx.).

Details.—The accompanying reproductions of portions of the plan of the River Mersey on chart No. 3717 show the necessary corrections to that plan with regard to depths, the positions of dolphins, &c., and new wharfs which have been constructed at West Devonport.

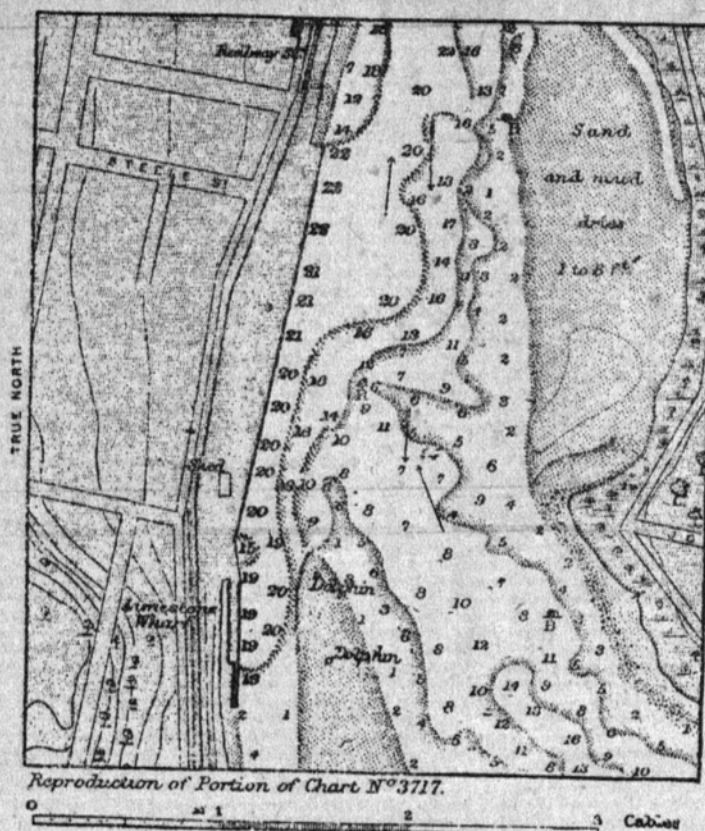
Remarks.—It will be seen from the reproductions that the depth in the entrance channel has decreased.

Chart affected.—No. 3717, Plan of the River Mersey.

Publication.—Australia Pilot, Vol. II, 1918, page 275.

Authority.—Marine Board of Mersey, Tasmania. (H. 1831-22.)





JAPAN—SHIMONOSEKI KAIKYO.

Moji Ko—Amendments to Charts with regard to Depths.

No. 263 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 750 of 1922), are republished:—

Position.—Lat. $33^{\circ} 57' N.$, long. $130^{\circ} 57' E.$ (*approx.*).

Details.—Amendments to charts Nos. 3114, 1578, 532 and 127 with regard to depths in Moji ko are shown on the accompanying reproductions of portions of those charts.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

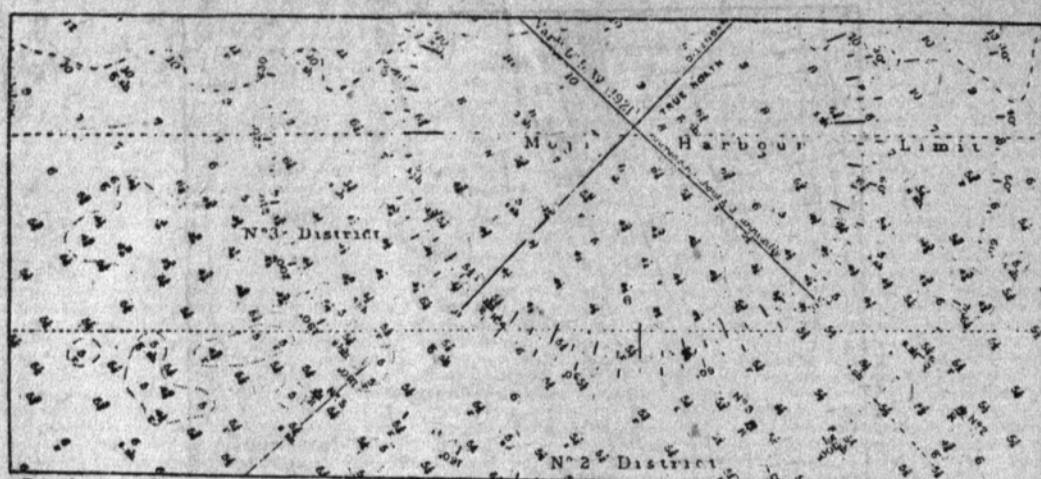
„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

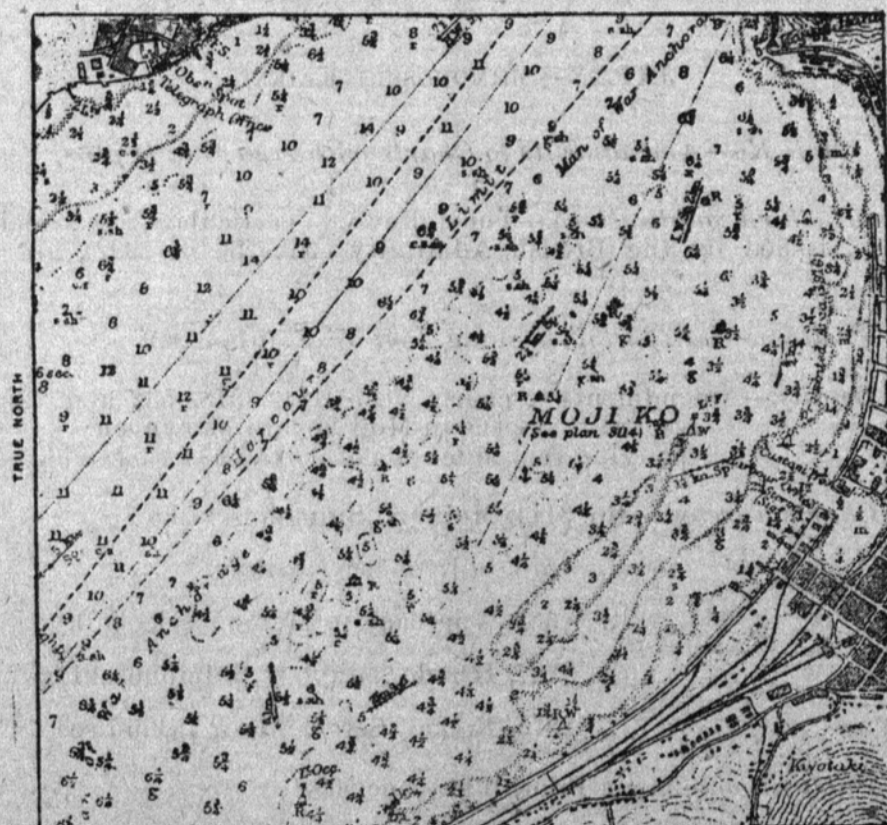
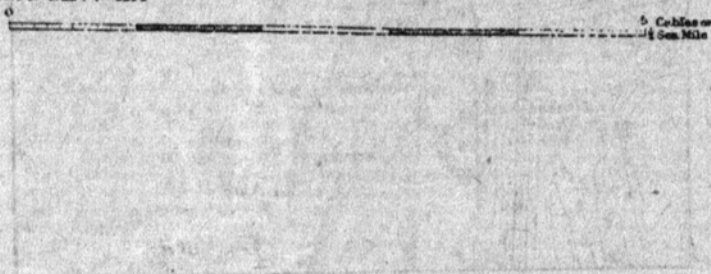
„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 563.

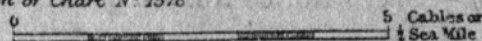
Authority.—Tokyo Notice No. 346 of 1921. (*H. 7148-21.*)

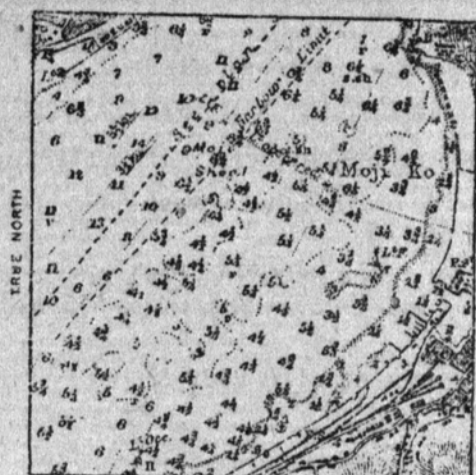


Reproduction of Portion of Chart No. 3114



Reproduction of Portion of Chart No. 1578





Reproduction of Portion of Chart No 532

0 5 Cables or
1/2 Sea Mile



Reproduction of Portion of Chart No 127

SOUTH PACIFIC OCEAN—NEW GUINEA (PAPUA), NORTH-EAST COAST,
BISMARCK ARCHIPELAGO.

- (1) *Wuwulu (Maty) Island*—*Existence of Rocks north-westward of, doubtful.*
- (2) *Father and Son reefs*—*Existence doubtful.*
- (3) *Kokopo (Herbertshöhe)*—*Leading lights discontinued.*
- (4) *Sable island*—*Amended position.*

No 264 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 751 of 1922), are republished:—

(1) **Wuwulu (Maty) Island.**

Position.—At a distance of about 9 miles north-westward of Wuwulu island.

Lat. $1^{\circ} 37' S.$, long. $142^{\circ} 41' E.$ (*approx.*).

Note.—The note “E. D.” is to be placed against the two rocks shown on the charts in the above position.

(2) **Father and Son Reefs.**

Position.—At a distance of about 33 miles north-westward of Cape Lambert, New Britain.

Lat. $3^{\circ} 55' S.$, long. $151^{\circ} 02' E.$ (*approx.*).

Note.—The note “E. D.” is to be placed on the charts against Father and Son reefs.

(3) **Kokopo (Herbertshöhe).**

Position.—Lat. $4^{\circ} 20' S.$, long. $152^{\circ} 17' E.$ (*approx.*).

Details.—The light-beacons with fixed white and fixed red lights, in line bearing 206° , formerly situated at Kokopo, no longer exist and are to be expunged from the charts.

(4) **Sable Island.**

Position.—At a distance of 10 miles southward from charted position.

Lat. $3^{\circ} 42' 30'' S.$, long. $154^{\circ} 41' 06'' E.$

Description.—An island, 8 feet (2^m4) in height, surrounded by a reef.

Charts affected.—No. 524, Blanche bay, with plan of Kokopo. (3).
 „ 3553, Gazelle peninsula and St. George's channel. (2) and (3).
 „ 2766, North-east coast of New Guinea, &c.
 „ 2759a, Australia—northern portion. (1) and (2).
 „ 780, Pacific ocean—south-west sheet. (1), (2), and (4).

Publications.—List of Lights, Part VI., 1922, Nos. 2780, 2781.
 Pacific Islands Pilot, Vol. I., 1921, pages 515, 543, 544, 554, 594.

Authority.—Hydrographic Department. (H. 1922-22).

JAVA, NORTH COAST.

Panarukan Road—Existence of Shoal.

No. 265 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 752 of 1922), are republished :—

Position.—At a distance of 1.22 miles 313° from Panarukan flashing white light.

Lat. $7^{\circ} 41' S.$, long. $113^{\circ} 55' E.$ (approx.).

Depth.— $3\frac{1}{4}$ fathoms (6^m9).

Charts affected.—No. 3672, Plan of Panarukan road.

„ 1654, Island of Java—eastern portion.

Publications.—Eastern Archipelago Pilot, Part II, 1913, page 148: Supplement No. 5, 1921.

Authority.—Netherlands Government chart. (H. 2480-22.)

CHINA, NORTH COAST—CHEFOO HARBOUR APPROACH.

Kung Tung Tao—Wreck south-eastward of.

No. 266 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 753 of 1922), are republished :—

Position.—At a distance of 1.51 miles 150° from Kung tung tao light-house.

Lat. $37^{\circ} 32' N.$, long. $121^{\circ} 32' E.$ (approx.).

Description.—Sunken wreck of a large junk, with masts showing above water.

Remarks.—The wreck is marked by a red flag by day and a red light by night, but owing to the exposed position of the wreck no reliance must be placed on this marking.

Charts affected.—No. 1260, Ching tsu shan to Chefoo bluff.

„ 1255, Kyau chau bay to Lai chau bay.

Authority.—Shanghai Notice No. 624, dated 25th March 1922. (H. 2615-22.)

INDIA, WEST COAST.

Buoys between Alibag and Bhatkal removed.

No. 267 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 51M. of 1922), are republished :—

Details.—The following buoys were removed from their positions for the south-west Monsoon on the dates noted against them.

Alibag Reef Buoy	...	17th May 1922.
Bankot Creek Buoy	...	10th " "
Ambalgarh Reef Buoy	...	18th " "
Malvan Rajkot Rock Buoy	...	28th " "
Malvan Harbour Buoy	...	31st " "
Malvan Johnston Castle Rock Buoy	...	31st " "
Malvan Outer Rock Buoy	...	17th " "
Bubra Rock Buoy	...	15th " "
Vengurla Harbour Buoy	...	17th " "
Modeshwar Dart Rock Buoy	...	17th " "
Bhatkal Rock Buoy	...	16th " "

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th June 1922.

INDIA, WEST COAST—GULF OF KUTCH.

Beit Harbour—Buoys and Beacon established.

No. 268 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 53M. of 1922), are republished :—

(a) Buoys—

Details.—The following buoys have been laid at Beit Harbour :—

(i) Buoy No 1.—Black Conical.

Position.—Lat. $22^{\circ} 30' 50''$ N.

Long. $69^{\circ} 05' 25''$ E.

005°, distant 15.5 cables from Samiani Island Light-house.

(ii) Buoy No. 2.—Black Conical.

Lat. $22^{\circ} 29' 30''$ N.

Long. $69^{\circ} 05' 40''$ E.

060°, distant 4 cables from Samiani Island Light-house.

(iii) Buoy No. 3.—Red Conical.

Lat. $22^{\circ} 29' 10''$ N.

Long. $69^{\circ} 04' 30''$ E.

254° distant 6.5 Cables from Samiani Island Light-house.

(iv) Buoy No. 4.—Red Conical.

Position.—Lat. $22^{\circ} 28' 10''$ N.

Long. $69^{\circ} 05' 00''$ E.

189°, distant 11.5 cables from Samiani Island Light-house.

(b) Beacon—

Details.—After the S. W. Monsoon a beacon as described below will be erected on the N. E. Point of Samiani Reef.

Position.—Lat. $22^{\circ} 29' 30''$ N.

Long. $69^{\circ} 05' 30''$ E.

47° , distant 2.9 cables from Samiani Island Light-house.

Description.—A beacon in the form of a circular disc $4' 0''$ in diameter, painted red and carried on an angle iron frame. The centre disc will be about $15' 0''$ above high water level and about $27' 0''$ above top of reef.

Charts affected.—No. 47, Beit Harbour.

„ 43, Gulf of Kutch.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publication.—West Coast of India Pilot, 1919, page 301.

Authority.—Bombay Steam Navigation Company, Bombay, 8th June 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 2, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

*Secretary to the Government of Bengal
Marine Department (offg.).*

CALCUTTA, the 25th July 1922.

PERSIAN GULF.

Henjam—Positions of Mooring Buoys.

No. 294 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 58M. of 1922), are republished :—

Details.—Four small mooring buoys are now in the following positions in the anchorage inside Henjam Island.

Position of the centre W/T mast.

Lat. $26^{\circ} 41\frac{1}{4}'$ N., long. $55^{\circ} 53\frac{1}{4}'$ E. (approximate).

- (a) *Position.*—At a distance of 3.4 cables, 355° , from the centre W/T mast.
- (b) *Position.*—At a distance of 3.4 cables, 351° , from the centre W/T mast.
- (c) *Position.*—At a distance of 3.75 cables, 037° , from the centre W/T mast.
- (d) *Position.*—At a distance of 3.6 cables, $045\frac{1}{2}^{\circ}$, from the centre W/T mast.

Remarks.—The buoy in Position (c) is used to moor the R. I. M. Tender that is attached to the Coal Depôt at Henjam. The other three buoys usually have lighters secured to them.

Charts affected.—No. 3599, Henjam Sound.

„ 753, Entrance to the Persian Gulf.

Publication.—Persian Gulf Pilot, 1915, page 209.

Authority.—H. M. S. „Triad,” Hyd. Note No. 6, dated 29th June 1922.

BAY OF BENGAL, BURMA—RANGOON RIVER.

D'Silva Shoal—Extended eastward.

No. 295 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 59M. of 1922), are republished :—

Position.—Lat. $16^{\circ} 38\frac{1}{2}'$ N., long. $96^{\circ} 14\frac{1}{2}'$ E. (approximate).

Details.—The Eastern edge of the D'Silva Shoal is reported to have extended further into the channel and there being now only a depth of 5 feet on the line North Beacon transit Syriam Pagoda.

Remarks.—Mariners are advised to keep well to the eastward of this line as the locality is steep to.

Charts affected.—No. 833, Rangoon River and Approaches.

„ 823, Koronge Island to White Point.

Publication.—Bay of Bengal Pilot, 1921, page 462.

Authority.—The Principal Port Officer, Burma, Rangoon, dated 6th July 1922.

INDIA, WEST COAST.

Bombay Harbour—Prohibited Anchorage.

No. 296 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 60M. of 1922), are republished :—

Details.—A green conical Buoy surmounted by a short staff and cone has been placed in a position 270° from Tucker Beacon distant 7 cables.

Remarks.—This buoy marks the position of the wreck of a sunken prow. All vessels and all craft are prohibited from anchoring within a radius of 200 yards of this buoy.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 222.

Authority.—The Port Officer, Bombay, dated 14th July 1922.

The 14th July 1922.

SUMATRA, WEST COAST.

(1) *Tarusan Bay—Amendment to Chart with regard to Rocks and Shoals.*

(2) *Tabekat Bay approaches—Amendments to Chart with regard to Reefs and Shoals.*

No. 276 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 820 of 1922), are republished :—

(1) **Tarusan Bay.**

Position.—Pulo Setan Kechil, lat. $1^{\circ} 13'$ S., long. $100^{\circ} 25'$ E. (approx.)

Details.—The accompanying reproduction of a portion of the plan of Tarusan bay on chart No. 1701 shows the necessary corrections to that plan with regard to rocks and shoals in the vicinity of Pulo Setan Kechil.

(2) Tabekat Bay Approaches.

Position.—Pulo Umana, lat. $1^{\circ} 03' S.$, long. $98^{\circ} 58' E.$ (*approx.*).

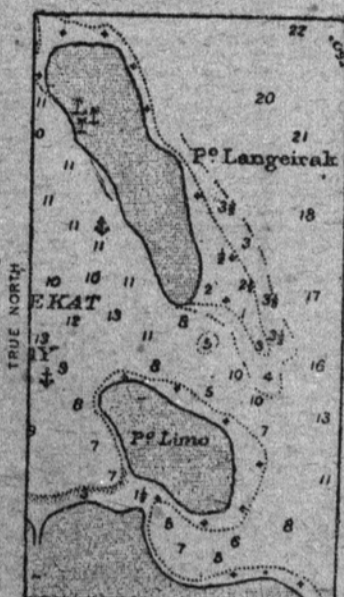
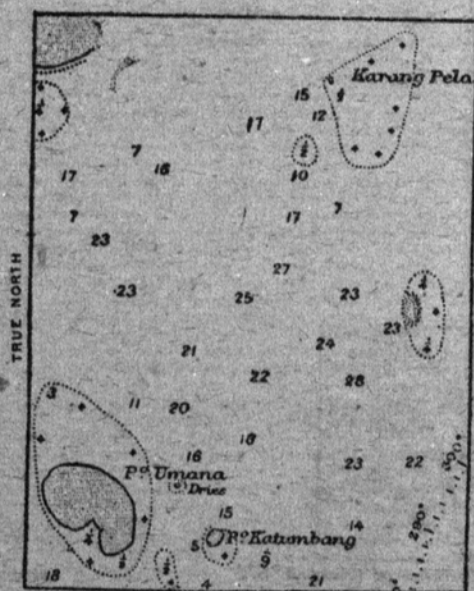
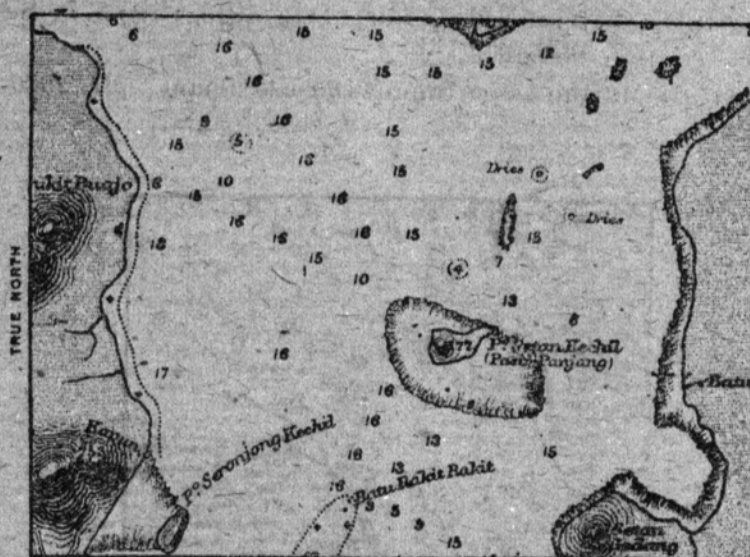
Details.—The accompanying reproduction of portions of the plan of Tabekat bay on chart No. 1701 shows the necessary corrections to that plan with regard to reefs and shoals in the approaches to Tabekat bay.

Note.—From the reproduction it will be observed that the alternative names of certain islands have been omitted.

Chart affected.—No. 1701, Plans of Tarusan bay and Tabekat bay.

Publication.—China Sea Pilot, Vol. I., 1916, pages 387, 454, 455.

Authority.—Netherlands Government Charts. (*H. 1387 & 1431-22.*)



Reproduction of Portions of Chart No. 1701.

Cables 10 5 0 1 Sea Mile

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar-Es-Salaam—Position of Sunken Dock.

No. 277 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 821 of 1922), are re-published:—

Position.—East Ferry point, lat. $6^{\circ} 50' S.$, long. $39^{\circ} 18' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of chart No. 674 show the necessary amendments concerning the position of the sunken dock at the entrance of Dar-es-Salaam, and depths in vicinity.

Chart affected.—No. 674, Dar-es-Salaam, with plan.

Publications.—Africa Pilot, Part III., 1915, page 377; Supplement 1921, page 31.

Authority.—Marine Department, Dar-es-Salaam. (*H. 2070-22.*)



Reproduction of Portions of Chart No. 674.

0 5 10 Cables or
1 Sea Mile

JAPAN—INLAND SEA.

Aki Nada—Existence of Rocks and Shoals; Amended Depths over certain Shoals.

No. 278 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 823 of 1922), are republished:—

Positions.		Depth, &c.	Name.
Lat. N.	Long. E.		
(a) 33° 58' 32"	132° 44' 25"	6½ fathoms (12 ^m 3), rock.	Meishi dashi
(b) 33° 57' 19"	132° 41' 59"	16 " (29 ^m 3), "	Okino iwa.
(c) 33° 50' 59"	132° 30' 24"	2½ " (4 ^m 1), "	Un-named.
(d) 33° 54' 37"	132° 31' 46"	5 " (9 ^m 1), "	Okino ishi.
(e) 33° 59' 06"	132° 31' 21"	10 " (18 ^m 3).	Giza dashi.
(f) 33° 58' 59"	132° 31' 27"	15 " (27 ^m 4).	Tateba dashi.
(g) 33° 56' 20"	132° 27' 46"	2 " (3 ^m 7).	Asaishino se.
(h) 33° 51' 52"	132° 37' 36"	9 " (16 ^m 5), sand.	Un-named.
(i) 33° 57' 52"	132° 33' 14"	8 " (14 ^m 6).	Yoko se.
(j) 33° 55' 59"	132° 30' 18"	14 " (25 ^m 6), cables.	Un-named.

Remarks.—With reference to the following shoals the depths given above are to be substituted for the soundings previously shown on the charts in these positions.

(c) Insert 2½ fathoms and delete 16 fathoms.

(f) " 15 " " " 16 "

(g) " 2 " " " 4½ "

(i) " 8 " " " 10 "

With regard to (i) the depth of 10 fathoms was not formerly shown on some copies of the charts.

Note.—The positions given above refer to the largest scale charts affected with the exception of shoal (h) which is situated 1·64 miles 192° from the lighthouse on Tsuru sima on the plan on chart No. 694. The note "P A" is to be inserted against it on this chart.

Charts affected.—No. 83, Gogo shima to Miyo shima. (a), (b), (h),
 „ 3154, Ominase to Gogo shima. (b), (c), (d), (e),
 (f), (g), (h), (i), (j).
 „ 3469, Hiroshima wan. (d), (e), (f), (g), (i), (j).
 „ 2875, Nakai (seto uchi) or Inland sea. (a), (b),
 (c), (d), (e), (g), (h), (i), (j).
 „ 694, Plan of Gogo Sima and Horiyé anchor-
 ages. (h).

Publication.—Japan Pilot, 1914, pages 364, 367, 368, 369, 370, 371.

Authority.—Tokyo Notice No. 85 of 1922. (H. 2341-22.)

CHINA, EAST COAST.

Hongkong Harbour—Amendment to Charts with regard to Depths in Dockyard Camber.

No. 279 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1922), are republished:—

Position.—Royal Naval Yard, lat. 22° 17' N., long. 114° 10' E.
 (approx.).

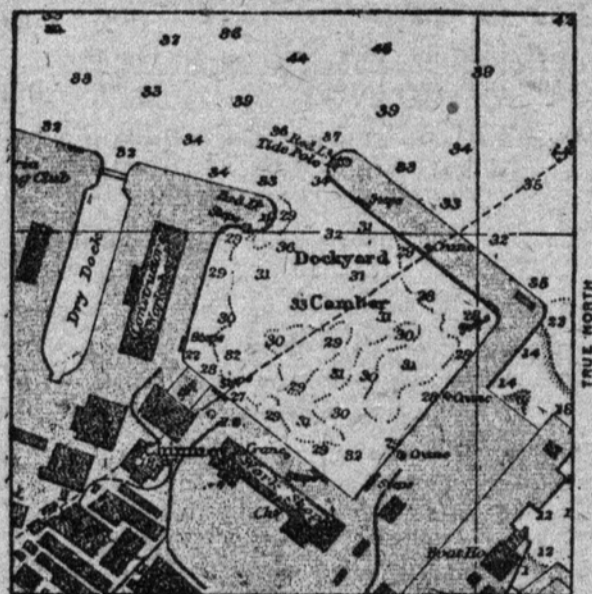
Details.—Amendment to the charts with regard to depths in the Dockyard camber, embodying the latest information received, is shown on the accompanying reproduction of portions of charts Nos. 1459, 3280, 3279.

It will be seen that the depths have slightly decreased.

Charts affected.—No. 1459, Hongkong harbour.
 „ 3280, Hongkong waters—west.
 „ 3279, Hongkong waters—east.
 „ 1466, Hongkong.
 „ 3605, Hongkong to Mirs bay.

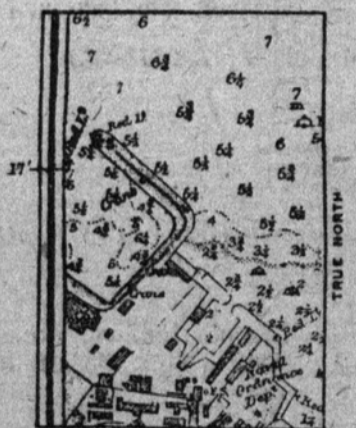
Publication.—China Sea Pilot, Vol. III., 1912, page 506.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 2238-22.)



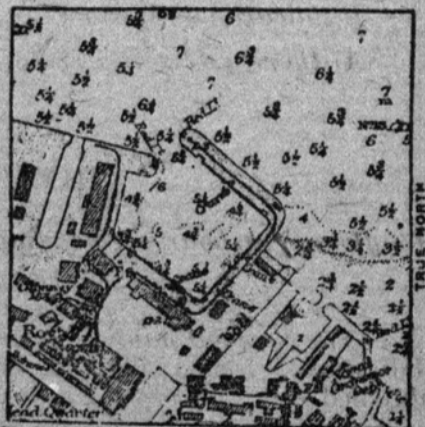
Reproduction of Portion of Chart N°1459.

0 1 2 Cables



Reproduction of Portion of Chart N°3279.

0 1 2 Cables



Reproduction of Portion of Chart N°3280.

0 1 2 3 Cables

CELEBES, EAST COAST—PELING STRAIT.

Nonapetong Bay—Amendments to Chart with regard to Depths and additional Shoals.

No. 280 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1922), are republished:—

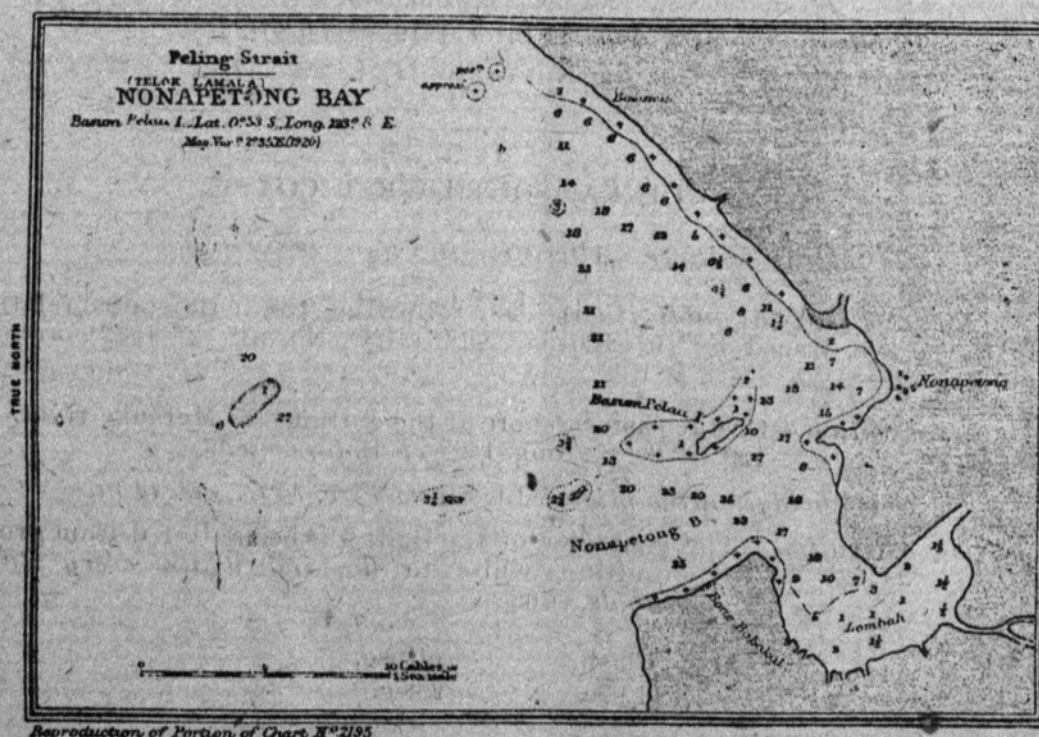
Position.—Basum Pulau island, lat. $0^{\circ} 53' S.$, long. $123^{\circ} 08' E.$ (approx.).

Details.—Amendments to the Chart with regard to depths and various additional shoals in Nonapetong bay, embodying the latest information received, are shown on the accompanying reproduction of the plan of the above bay on chart No. 2195.

Chart affected.—No. 2195, Plan of Nonapetong bay.

Publication.—Eastern Archipelago Pilot, Part II., 1913, pages 494, 495.

Authority.—Netherlands Government Chart. (H. 2361-22.)



SOUTH PACIFIC OCEAN—NEW CALEDONIA, HAVANNAH PASSAGE.

Hydrography Shoal—Buoy to be expunged from Charts.

No. 281 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1922), are republished :—

Position.—On the northern edge of Hydrography shoal.

Lat. $22^{\circ} 26' S.$, long. $166^{\circ} 55' E.$ (*approx.*).

Details.—The conical buoy with square topmark is reported to have disappeared, and is to be expunged from the charts.

Charts affected.—No. 2906, Isle of Pines to Uen island.

„ 936b, New Caledonia—south-east part.

Publication.—Pacific Islands Pilot, Vol. II., 1918, page 63.

Authority.—H. M. A. S. Melbourne, Remark Book, 1921. (*H. 2857-22.*)

NEW ZEALAND, SOUTH ISLAND—COOK STRAIT.

Pelorus Sound, Oke Rock—Beacon destroyed, Buoy established.

No. 282 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 846 of 1922), are republished :—

Position.—Oke rock, lat. $40^{\circ} 56' S.$, long. $174^{\circ} 03' E.$ (*approx.*).

Details.—The red beacon formerly situated on Oke rock has been destroyed and is to be erased from the charts. A pillar buoy, painted red, has been established at a distance of half a cable 094° from the rock.

Charts affected.—No. 2684, Cook strait anchorages—sheet 1.

„ 2685, Cook strait anchorages—sheet 2.

„ 695, Cook strait.

„ 2054, Cook strait and the coast to Cape Egmont.

„ 2616, Cape Foulwind to D'Urville island.

Publication.—New Zealand Pilot, 1919, pages 304, 305.

Authority.—Wellington Notice No. 14 of 1922. (*H. 2785-22.*)

NEW GUINEA, SOUTH-WEST COAST.

Merauke River—Alteration in Character of light.

No. 283 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 848 of 1922), are republished :—

Position.—On the eastern shore at the entrance to Merauke river.

Lat. $8^{\circ} 29' S.$, long. $140^{\circ} 22' E.$ (*approx.*).

New abridged description.—Lt. Fl. ev. 3 sec. 75 ft., vis. 14 m.

Alteration.—The character of the light has been altered from group occulting white to *flashing white every three seconds*, thus:

Flash,	eclipse,
1 sec.	2 sec.

The visibility of the light is now 14 miles.

Charts affected.—No. 447, Western approaches to Torres strait.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI., 1922, No. 2771.

Australia Pilot, Vol. III., 1916, page 213.

Authority.—Hague Notice No. 854 of 1922. (H. 2719-22.)

PHILIPPINE ISLANDS.

Celebes Sea—Submarine Volcano reported.

No. 284 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 849 of 1922), are republished :—

Position.—Lat. $3^{\circ} 58' 00''$ N., long. $124^{\circ} 10' 00''$ E., on chart No. 2575.

Description.—Submarine volcano.

Note.—The position on the charts is to be encircled by a danger line and the note *Submarine volcano repd. (1922)* is to be inserted against it.

Charts affected.—No. 2575, Eastern part of the Celébes sea.

„ 943, Molucca passage to Manila.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Vol. III., 1921, page 26.

Authority.—Hydrographer, Royal Australian Navy. (H. 2941/22.)

JAPAN—INLAND SEA, HIROSHIMA WAN.

Nino Shima—Wreck north-westward of.

No. 285 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 868 of 1922), are republished :—

Position.—At a distance of 9.75 cables 309° from the 905 ft. Δ near the northern end of Nino shima.

Lat. $34^{\circ} 20'$ N., long. $132^{\circ} 25'$ E. (*approx.*).

Description.—Sunken wreck of a vessel with one mast showing about 10 feet (3^m0) above water.

Charts affected.—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo notice No. 135 of 1922. (H. 2947-22.)

AUSTRALIA—NORTH COAST.

Endeavour Strait—Amended Depths in Western Approach.

No. 286 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1922), are republished :—

Position.—Red Wallis Island, lat. $10^{\circ} 51'$ S., long. $142^{\circ} 01'$ E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 437, 2375, 2354, 447 show the amended depths south-westward and southward of Rothsay banks in the western approach to Endeavour strait, as a result of a recent survey.

Charts affected.—No. 437, Albany pass to Booby island.

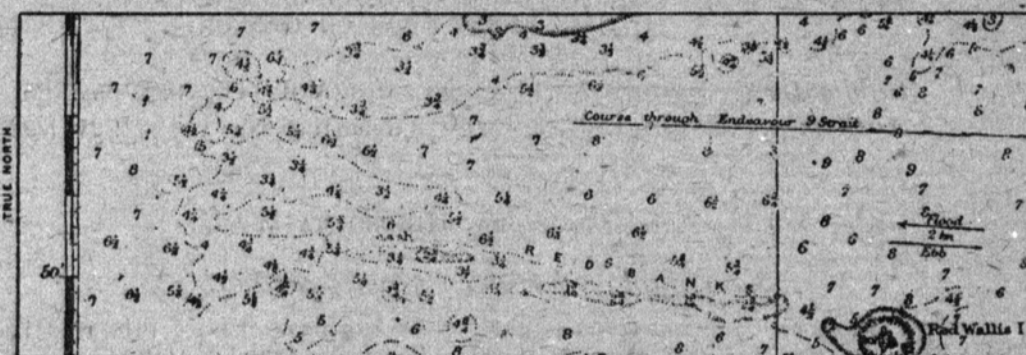
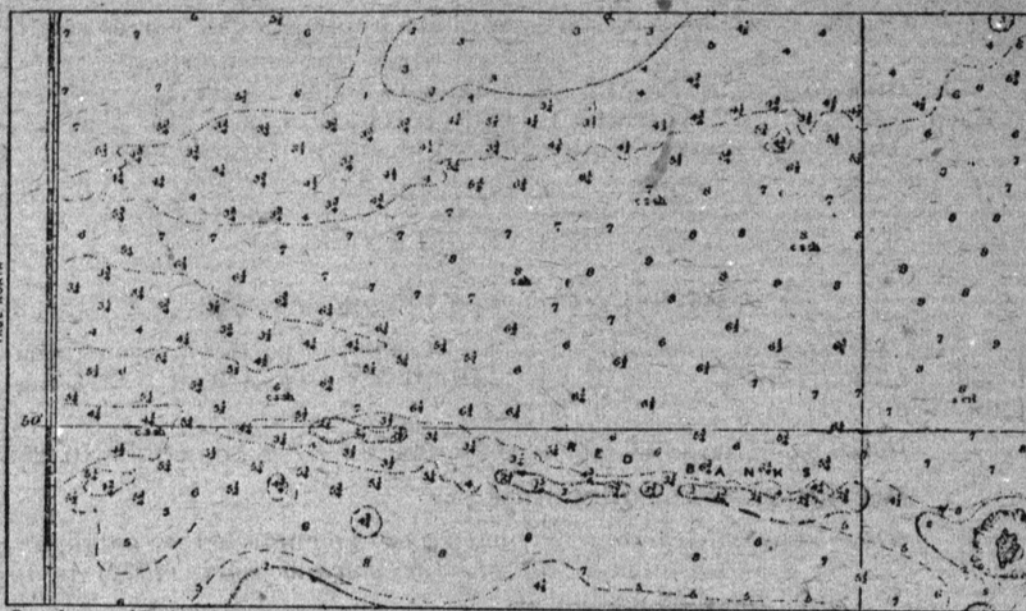
„ 2375, Torres strait—western channels.

„ 2354, Cape Grenville to Booby island.

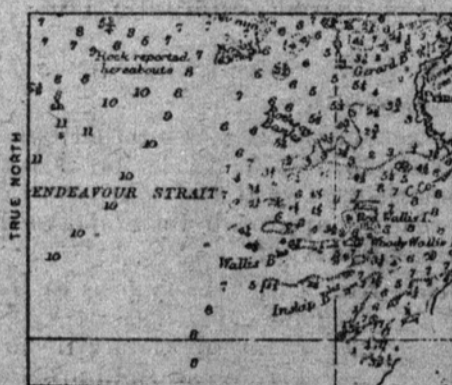
„ 447, Western approaches to Torres strait.

Publication.—Australia Pilot, Vol. III., 1916, pages 223, 224.

Authority.—H.M. Surveying Vessel *Fantome*. (H. 738-22.)



0 5 10 Sea Miles



0 10 20 Sea Miles

CHINA SEA—GASPAR STRAIT.

Banka Island, East Coast—Amendments to Charts with regard to Shoals and Depths.

No. 287 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1922), are republished:—

Position.—General Elliot reef, lat. $2^{\circ} 03' S.$, long. $106^{\circ} 20' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 2597, 2149 show the necessary amendments with regard to shoals and depths in the approaches to Marawang road.

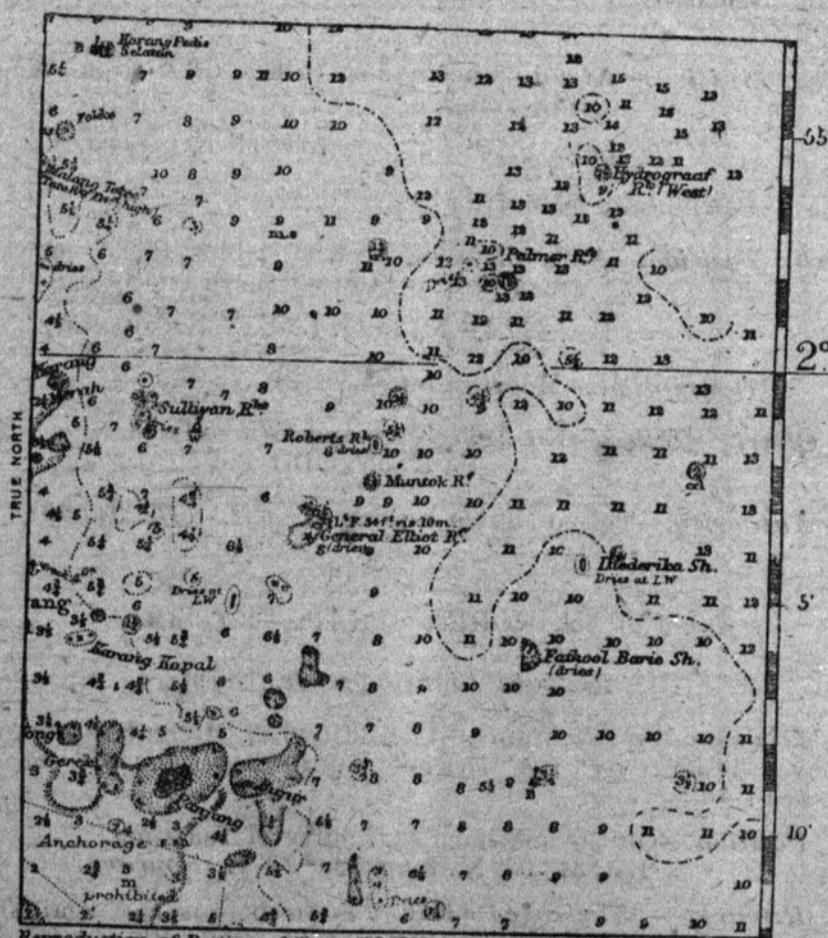
Charts affected.—No. 2597, Banka strait.

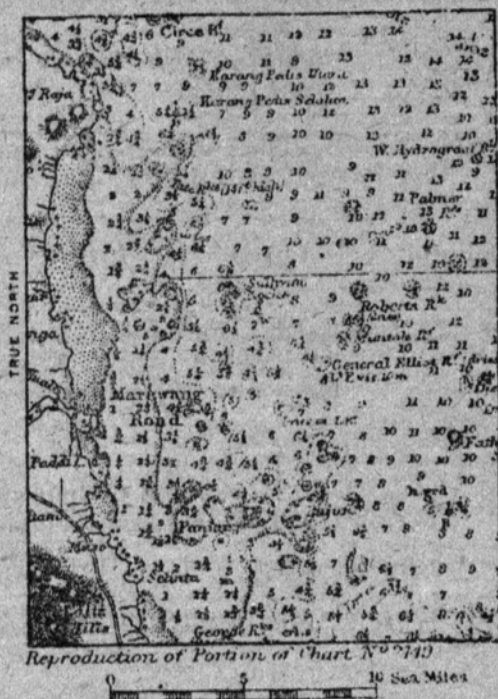
„ 2149, Banka and Gaspar straits.

„ 941a, Eastern Archipelago—sheet 1.

Publication.—China Sea Pilot, Vol. II., 1915, pages 174 to 181.

Authority.—Netherlands Government Charts. (H. 1628-22.)





JAPAN, SETO UCHI—GULF OF OSAKA.

Hyogo and Kobe Bays—Mooring Buoys established.

No. 288 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 875 of 1922), are republished:—

(a) *Position*.—At a distance of 4.50 cables 044° from Wada misaki lighthouse.

Lat. $34^{\circ} 39' N.$, long. $135^{\circ} 11' E.$ (approx.).

Description.—Mooring buoy No. 20.

(b) *Position*.—At a distance of 2.90 cables 103° from the flashing green light on the northern end of East breakwater.

Lat. $34^{\circ} 41' N.$, long. $135^{\circ} 13' E.$ (approx.).

Description.—Mooring buoy No. 21.

Charts affected.—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka. (b).

Authority.—Tokyo Notice No. 139 of 1922. (H. 2949-22).

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse destroyed.

No. 289 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 876 of 1922), are republished:—

Position.—On the southern extremity of Tsu sima.

Lat. $34^{\circ} 05' N.$, long. $129^{\circ} 13' E.$ (approx.).

Remarks.—“Destroyed (1922)” is to be inserted against the above lighthouse on the charts affected.

Note.—The signal station is temporarily discontinued.

Charts affected.—No. 2385, Tsu sima.
 „ 3366, Fusan harbour to Port Hamilton.
 „ 104, Korean archipelago, southern portion.
 „ 127, Hirado kaikyo to Shimonoseki kaikyo.
 „ 3480, Shantung promontory to Nagasaki.
 „ 1263, China sea.

Publications.—List of Lights, Part VI., 1922, No. 1908.
 Japan Pilot, 1914, page 543.

Authority.—Tokyo, Department of Communications Notices Nos. 547 and 576 of 1922. (*H.* 2775-22.)

INDIAN OCEAN—MALDIVE ISLANDS, MALE ATOLL.

- (1) *Giravaru*—Islet reported southward of.
- (2) *Low Island*—Extension of reef westward of.

No. 290 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 883 of 1922), are republished:—

1 *Giravaru*.

Position.—Giravaru, lat. $4^{\circ} 12' N.$, long. $73^{\circ} 24' E.$ (*approx.*).

Details.—The existence of an islet is reported at a distance of 10 cables 193° from the centre of Giravaru from which position it extends in a south-easterly direction for a distance of 3 cables. The note "*Islet (posn. approx.) (repld. 1922)*" is to be inserted against this position on the chart.

Note.—The un-named reef, $2\frac{1}{2}$ miles in length, which is already shown on the chart eastward of the above islet, is to be connected from its eastern and western extremities to the south-eastern and north-western extremities of the islet referred to.

(2) *Low Island*.

Position.—Low island, lat. $4^{\circ} 24' N.$, long $73^{\circ} 20' E.$ (*approx.*).

Details.—The caution "*Reef extends further west than charted (1922)*" is to be inserted below the words "*Low Island with bushes*" on the charts.

Charts affected.—No. 3324, Malé and Fadiffolu atolls.
 „ 66b, Maldive islands—middle sheet.

Publication.—W. C. of India Pilot, 1919, page 370.

Authority.—H. M. S. *Comus* Hyd. Note No. 1 of 1922. (*H.* 2240-22.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Oroluk Lagoon and Pigelot Island—Amended Positions.

No. 291 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 884 of 1922), are republished:—

- (1) Oroluk lagoon, San Augustin island, south extreme:

Amended position.—Lat. $7^{\circ} 37' 37'' N.$, long. $155^{\circ} 09' 39'' E.$

Remarks.—The above amended position is to be inserted under the title of the plan of Oroluk lagoon on chart No. 982, in place of the position hitherto shown.

On charts Nos. 980 and 781 the following note is to be inserted against Oroluk lagoon:—

"*Lies about 7 miles westward of charted posn. (1922).*"

(2) Pigetot or Coquille island :

Amended position.—Lat. $8^{\circ} 05' 24''$ N., long. $147^{\circ} 38' 06''$ E.

Remarks.—The above amended position is to be inserted under the title of the plan affected on chart No. 772 in place of the position hitherto shown.

Charts affected.—No. 982, Truk or Hogolu islands, &c. (1).
 „ 980, Caroline islands. (1).
 „ 772, Plan of Pigetot or Coquille island. (2).
 „ 781, Pacific ocean—north-west sheet. (1).

Authority.—Tokyo Notices Nos. 145 and 159 of 1922. (*H.* 2950-22 & 3171-22.)

INDIA, WEST COAST.

Karachi, Manora point—Range Bwoy permanently removed.

No. 292 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 56M. of 1922), are republished :—

Position.—At a distance of 7,500 yards, 148° , from Manora point.
 Lat. $24^{\circ} 44'$ N., long. $67^{\circ} 01'$ E. (approx.).

Details.—The range-buoy in the above position has been permanently removed.

Chart affected.—No. 41, Cape Mouze to Kediwari Mouth.

Publication.—West Coast of India, Pilot 1919, page 334.

Authority.—The Port Officer, Karachi, dated 20th June 1922.

GULF OF ADEN.

Aden Inner Harbour—Alteration in Buoyage.

No. 293 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 57M. of 1922), are republished :—

(1) Alteration in position of mooring buoys.

(a) *Position.*—At a distance of about .2 cable north-westward from former position and 4.00 cables, 284° , from Clock Tower.

Description.—No. 1 mooring buoy.

(b) *Position.*—At a distance of about .9 cable south-westward from former position and 3.93 cables, 298° , from Clock Tower.

Description.—No. 3 mooring buoy.

(c) *Position.*—At a distance of about .6 cable north-westward from former position and 3.42 cables, 347° , from Clock Tower.

Description.—No. 5 mooring buoy.

(d) *Position.*—At a distance of about .4 cable north-eastward from former position and 3.16 cables, 019° , from Clock Tower.

Description.—No. 6, mooring buoy.

(e) *Position.*—At a distance of about .35 cable north-westward from former position and 6.76 cables, 036° , from Clock Tower.

Description.—No. 10 mooring buoy.

(2) *Alteration in position of Light Buoys.*

(a) *Position.*—At a distance of about 1 cable north westward from former position and 4.28 cables, $346\frac{1}{2}^{\circ}$, from Clock Tower.

Description.—Black buoy exhibiting a fixed green light.

(b) *Position.*—At a distance of about 3 cable eastward from former position and 3.95 cables, 036° , from Clock Tower.

Description.—Red buoy exhibiting a fixed red light.

(3) *Buoys established.*

(a) *Position.*—At a distance of about 2.5 cables, 014° , from Clock Tower.

Description.—Western Oil terminal Buoy.

(b) *Position.*—At a distance of about 3.43 cables, $029\frac{1}{2}^{\circ}$, from Clock Tower.

Description.—Eastern Oil terminal Buoy.

(c) *Breast buoys for No. 6 buoy.*

(I) *Position.*—At a distance of about 2.00 cables, 007° , from Clock Tower.

(II) *Position.*—At a distance of about 2.91 cables, 021° , from Clock Tower.

(III) *Position.*—At a distance of about 3.77 cables, 033° from Clock Tower.

Charts affected.—No. 3660, Aden Harbour.

„ 7, Aden Harbour and approaches.

Publication.—Red Sea, etc., 1921, page 435.

Authority.—The Port Officer, Aden, dated 24th June 1922.

the 7th July 1922.

SOUTH AFRICA—CAPE OF GOOD HOPE.

Storm River Approach—Bank reported.

No. 269 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 767 of 1922), are republished :—

Position.—At a distance of about $1\frac{1}{2}$ miles south-westward from the entrance to Storm river.

Lat. $34^{\circ} 02' 50''$ S., long. $23^{\circ} 53' 00''$ E., on chart No. 2084.

Depth.—13 fathoms (23^m8), rock and sand.

Remarks.—The bank is of small extent and breaks heavily in bad weather.

Note.—The note “*Breaks in heavy weather*” is to be inserted against this bank on chart No. 2084.

Charts affected.—No. 2084, Mossel bay to Cape St. Francis.

„ 2095, Hondeklip bay to Port Natal.

Publication.—Africa Pilot, Part III., 1915, page 111.

Authority.—King's Harbour Master, Simonstown. (H. 2573-22.)

SOUTH AUSTRALIA—SPENCER GULF.

Port Augusta Approach—Amended Position of No. 2 Light-Beacon.

No. 270 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 771 of 1922), are republished :—

Position.—At a distance of approximately 2·8 cables 014° from charted position.

Lat. 32° 39' 15" S., long. 137° 46' 06" E. (*approx.*), on chart No. 491.

Description.—Light beacon with a *flashing white* light.

Remarks.—The note "(P.A.)" is to be inserted on the charts against the new position of this light-beacon, and the former obscured sector is to be expunged. The red pile beacon formerly situated in close proximity to the new position of No. 2 light-beacon is also to be expunged from the charts.

Chart affected.—No. 401, Approach to Port Augusta.

Publications.—List of Lights, Part VI., 1922, No. 2340.
Australia Pilot, Vol. I., 1918, page 240.

Authority.—Adelaide Notice No. 11 of 1921. (*H. 2536-22.*)

SOUTH AUSTRALIA—ST. VINCENT GULF.

Port Adelaide Approach—Alteration in Position of Light-Buoy.

No. 271 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 772 of 1922), are republished :—

New position.—At a distance of about 6½ cables north-westward from former position and 2·14 miles 318° from Wonga shoal lighthouse.

Lat. 34° 48' S., long. 138° 25' E. (*approx.*).

Description.—Red conical light-buoy with *flashing red* light.

Chart affected.—No. 2389, Approaches to Port Adelaide, with plan.

Publication.—Australia Pilot, Vol. I., 1918, page 295; Supplement No. 3, 1921, page 12.

Authority.—Adelaide Notice No. 12 of 1922. (*H. 2645-22.*)

EASTERN ARCHIPELAGO—JAVA, NORTH COAST.

Surabaya—Alteration in Character of Light.

No. 272 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1922), are republished :—

Position.—On the eastern side of the entrance to Kali Mas.

Lat. 7° 12' S., long. 112° 44' E. (*approx.*).

New abridged description.—Lt. F. R. 49 ft., vis. 11 m.

Alteration.—The character of the light has been altered from flashing white to *fixed red*.

Charts affected.—No. 934, Surabaya and Sapudi straits, &c.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern Archipelago—sheet 2.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI., 1922, No. 906.

Eastern Archipelago Pilot, Part II., 1913, page 134.

Authority.—Hague Notice No. 842 of 1922. (*H. 2707-22.*)

KOREA, SOUTH-EAST COAST.

Fusan Harbour—Amended Position of Outer Light-Buoy.

*No. 273 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 785 of 1922), are republished:—

New position.—At a distance of 5·35 cables 232° from the 571 ft. Δ on Yogudan San, and about one cable southward of former position.

Lat. $35^{\circ} 06'$ N., long. $129^{\circ} 06'$ E. (*approx.*).

Description.—Red can light buoy exhibiting an *occulting white light*.

Charts affected.—No. 1259, Fusan harbour.

„ 3666, Fusan harbour to Chukupen bay.

Publications.—East Coasts of Korea & Siberia Pilot, 1913, page 77 ; Supplement, 1921, page 28.

Authority.—Tokyo Notice No. 14-104 of 1922. (*H. 2758-22.*)

SUMATRA, WEST COAST AND MENTAWI ISLANDS.

(1) *North Pagi Island, Simanganja Road—Existence of Shoal.*

(2) *Sikakap strait, south-western entrance—Amendment to Plan with regard to shoals.*

(3) *Benkulen approach—Amendment to Plan with regard to shoals.*

*No. 274 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 790 of 1922), are republished:—

(1) North Pagi island, Simanganja Road.

Position.—At a distance of 5 cables 010° from the northern extremity of Simanganja island.

Lat. $2^{\circ} 36'$ S., long. $100^{\circ} 08'$ E. (*approx.*).

Depth—3 fathoms (5^m5).

(2) Sikakap Strait, South-Western Entrance.

Position.—Pulo Ti Nussa, lat. $2^{\circ} 48'$ S., long. $100^{\circ} 10'$ E. (*approx.*).

Details.—The accompanying reproduction of a portion of the plan of Sikakap strait on chart No. 2761 shows the necessary corrections to that plan with regard to shoals in the channel northward of Pulo Ti Nussa.

(3) Benkulen Approach.

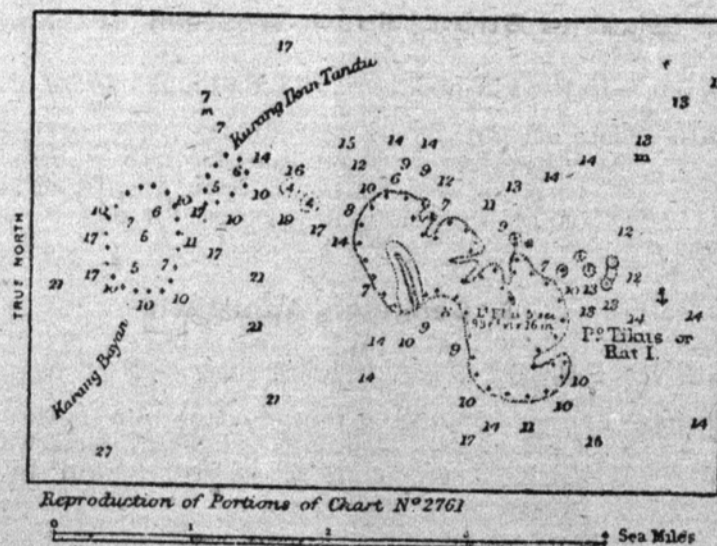
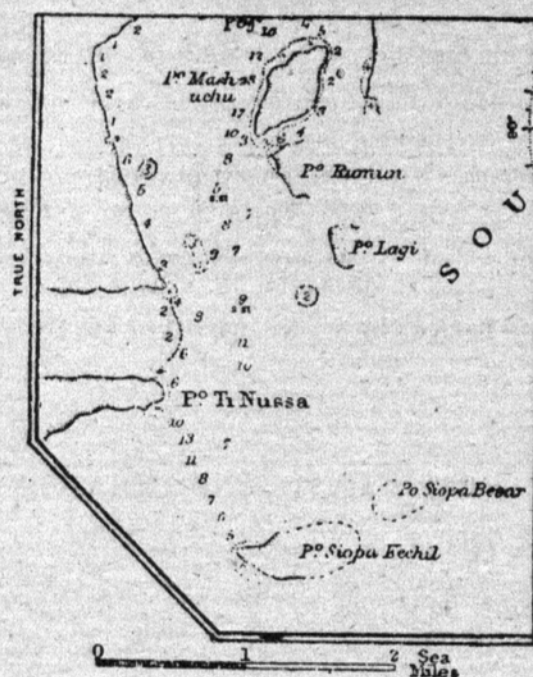
Position.—Pulo Tikus, lat. $3^{\circ} 50'$ S., long. $102^{\circ} 11'$ E. (*approx.*).

Details.—The accompanying reproduction of a portion of the plan of Benkulen road on chart No. 2761 shows the necessary corrections to that plan with regard to shoals north-westward of Pulo Tikus.

Chart affected.—No. 2761, Plans of Simanganja road; Strait of Sikakap and Benkulen road.

Publication.—China Sea Pilot, Vol. I, 1916, pages 395, 462, 463.

Authority.—Netherlands Government Charts. (*H.* 1345, 1370 & 1414-22.)



Reproduction of Portions of Chart N°2761

INDIA, WEST COAST—BOMBAY HARBOUR.

Opening of new additional Spoil Ground.

No. 275 (third publication.) -The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 54M. of 1922) are republished:—

Details.—The limits of the new Spoil Ground are defined as follows:—

- (a) On the West by a line drawn from Uran Beacon in a $12\frac{1}{2}^{\circ}$ direction for a distance of 5 cables.
- (b) On the S. E. by a line drawn from Uran Beacon in a 71° direction for a distance of 5 cables.
- (c) On the N. E. by a line joining the extremities of a and b.

Remarks.—The Southern extremity of Spoil Ground limit is marked by Uran Beacon and the Northern and Eastern extremities by two Red Conical Buoys surmounted by a black and white square flag.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 222.

Authority.—The Port Officer, Bombay, dated 20th June 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 9, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 27th July 1922.

CELEBES, SOUTH-EAST COAST.

Tiger Islands—Non-Existence of danger northward of.

No. 297 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 891 of 1922), are republished:—

Position.—Lat. $6^{\circ} 07' S.$, long $121^{\circ} 16' E.$ (*approx.*).

Details.—The danger marked "D" shown on the charts in the above position does not exist and is to be expunged accordingly.

Charts affected.—No. 3616, Tomori gulf to Salayar strait, &c.

„ 942a, Eastern archipelago, sheet III.

„ 1263, China sea.

Authority.—Netherlands Hydrographer. (*H. 2623-22.*)

RED SEA, WESTERN SHORE.

(1) *Suákin Harbour and Approaches*.—General Amendments to Charts.(2) *Shab ul Shubuk*.—Existence of shoal; Note to be inserted on charts.

No. 298 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 892 of 1922), are republished:—

(1) **Suakin harbour and approaches.**

(a) *Position*.—Quarantine island, Suakin harbour, lat. $19^{\circ} 07' N.$, long. $37^{\circ} 20' E.$ (approx.).

Details.—The accompanying reproduction of a portion of chart No. 901 shows necessary amendments to the chart with regard to depths, positions of bollards and telegraph beacon together with the limits of the reef in the vicinity of the landing causeway.

Note.—"Quarantine island" is to be substituted for "Condenser" against the position in the title of chart No. 901.

(b) *Position*.—Shab Ata, lat. $19^{\circ} 16' N.$, long. $37^{\circ} 23' E.$ (approx.).

Details.—The accompanying reproduction of a portion of chart No. 81 shows necessary amendments to the chart in the approaches to Suakin, and position of a buoy established on the northern extremity of South Jumna shoal; the black and white buoy formerly marking South Jumna shoal has been withdrawn.

(2) **Shab ul Shubuk.**

(a) Existence of shoal:

Position.—Lat. $18^{\circ} 52' 30'' N.$, long. $37^{\circ} 26' 05'' E.$, on chart No. 81.

Details.—A shoal over which there is a least depth of $2\frac{1}{2}$ fathoms (4^m6) exists to the eastward of Mersa Sheikh Ibrahim, in the above position.

Note.—"P A" is to be inserted against this shoal on the chart.

(b) Note to be inserted on charts:

Position.—Shab ul Shubuk, sandy patch.

Lat. $18^{\circ} 53' N.$, long. $37^{\circ} 33' E.$ (approx.).

Details.—The following note is to be inserted under the name "Shab ul Shubuk" on the chart.

NOTE.

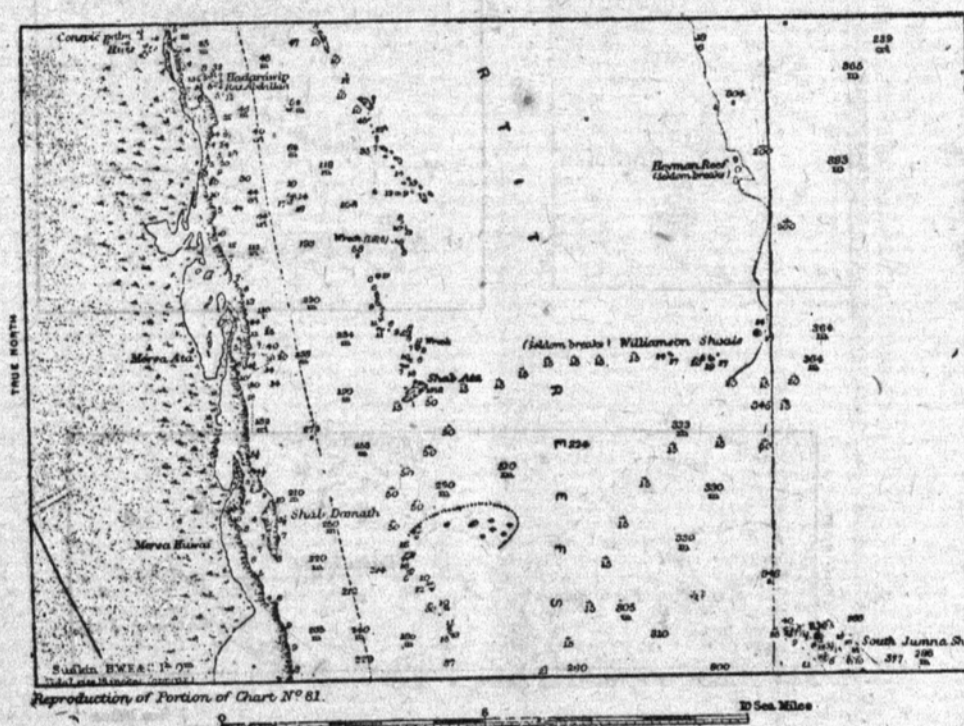
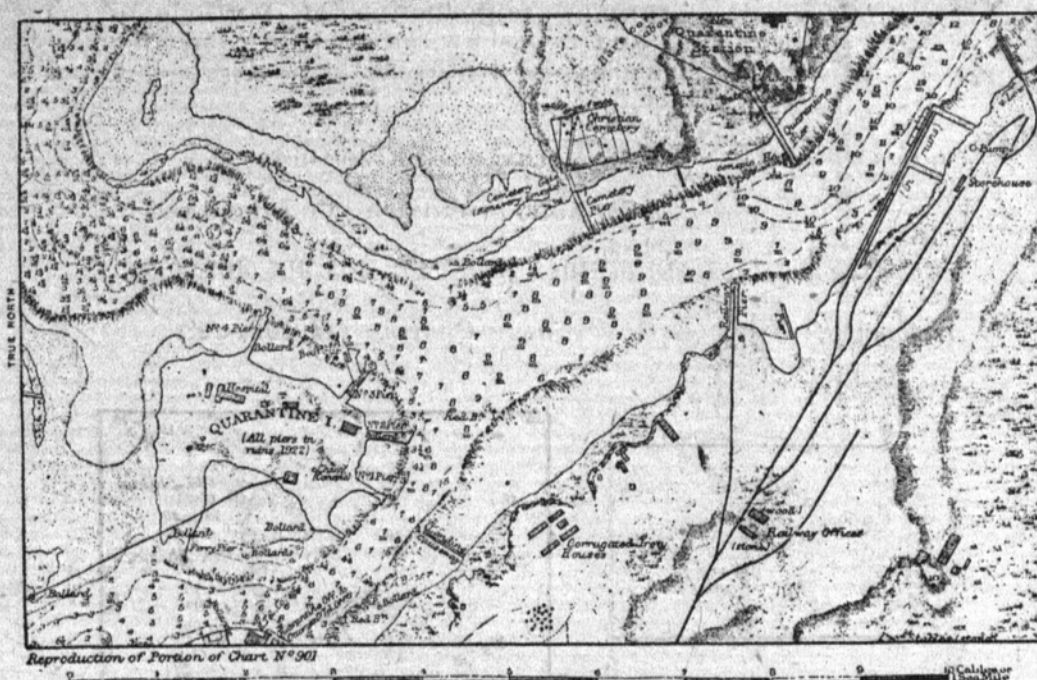
"In the Northern Entrance to the Channel West of Shab ul Shubuk the least depth available is $3\frac{1}{2}$ fathoms 1922."

Charts affected.—No. 901, Suákin harbour.

„ 81, Mersa Darúr to Trinkitat.

Publications.—Red Sea and Gulf of Aden Pilot, 1921, pages 176, 177, 178, 321, 325; Supplement No. I, 1922.

Authority.—Port Officer, Port Sudan. (H. 2352-22.)



JAPAN—INLAND SEA.

Suwo Nada, Northern Shore—Amendments to Charts with regard to Shoals and Depths.

No. 299 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 894 of 1922), are republished:—

Position.—No shima, lat. $33^{\circ} 56' N.$, long. $131^{\circ} 42' E.$ (approx.).

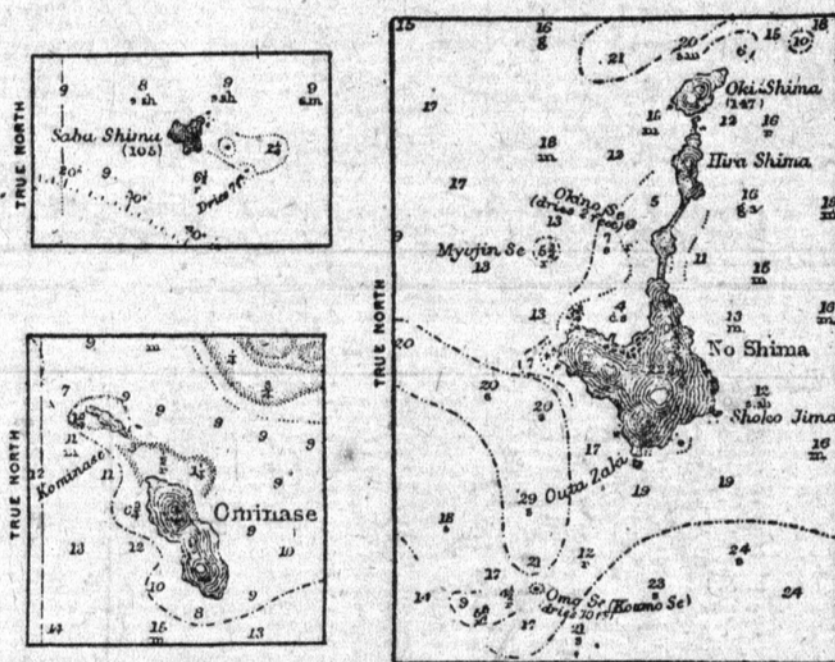
Details.—The accompanying reproduction of portions of charts Nos. 3153 and 2875 show the necessary amendments with regard to shoals and depths off the northern shore of the Suwo nada.

Charts affected.—No. 3153, Maruyama zaki to Ominase.

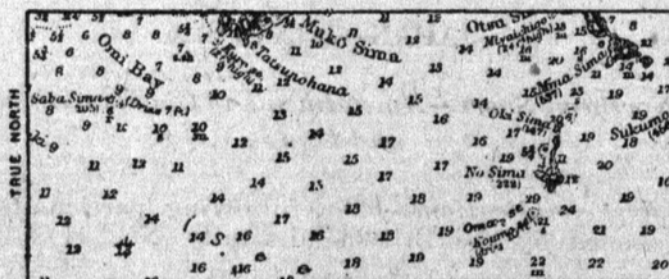
., 2875, Naikai (seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, pages 401, 405, 406, 407, 408.

Authority.—Japanese Government Charts. (H. 2524-22.)



Reproduction of Portions of Chart No. 3153



Reproduction of Portion of Chart No. 2875

NEW GUINEA, NORTH COAST.

Geelvink Bay—Amendments to Chart with regard to Rocks and Shoals.

No. 300 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 895 of 1922), are republished:—

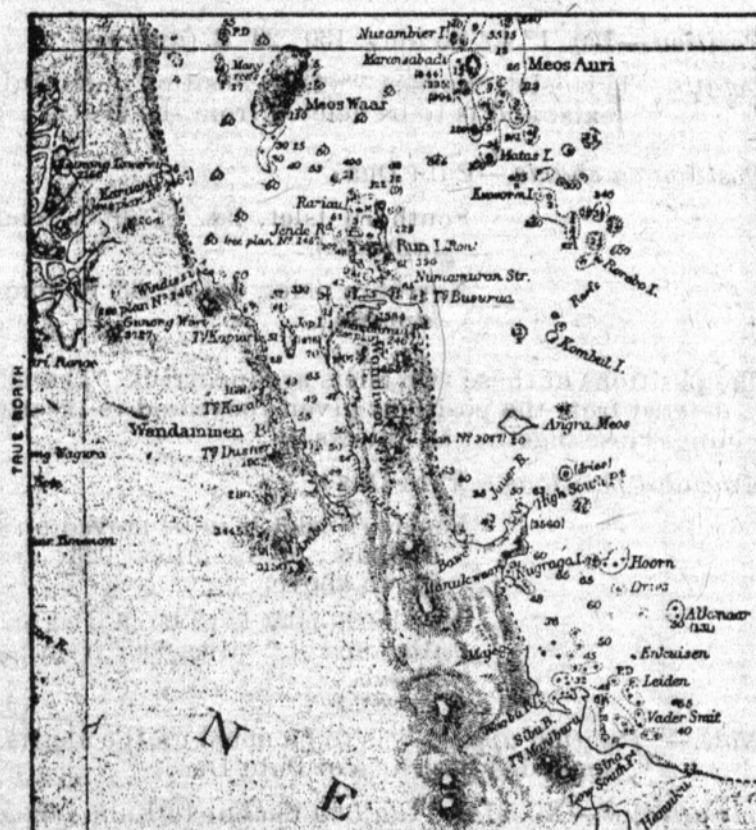
Position.—High South point, lat. $2^{\circ} 52'$ S., long. $134^{\circ} 51'$ E. (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 942b shows the necessary amendments with regard to rocks and shoals in the south-western portion of Geelvink bay.

Chart affected.—No. 942b, Eastern Archipelago—sheet 4.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 328.

Authority.—Hague Notice No. 840 of 1922. (*H. 2685-22.*)



Reproduction of Portion of Chart No. 942b

NEW GUINEA, WEST COAST.

Misoöl Island and Islets eastward of—Amended Positions.

No 301 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 896 of 1922), are republished:—

- (1) *Position on charts.*—Tanjong Jamtau, lat. $1^{\circ} 42'$ S., long. $130^{\circ} 19'$ E. (*approx.*).

Details.—The following note is to be inserted on the charts off the east coast of Misoöl island :—

NOTE.

“The East coast of Misoöl is reported to lie 5 miles further to the East than charted (1922).”

- (2) *Position on charts.*—Groot Schildpad, lat. $1^{\circ} 56' S.$, long. $130^{\circ} 27' E.$ (*approx.*).

The following note is to be inserted on the charts against this group of islets :—

“Reported to lie about 2 miles further North (1922).”

- (3) *Position on charts.*—Small low islet, lat. $1^{\circ} 49' S.$, long. $130^{\circ} 24' E.$ (*approx.*).

Details.—This islet lies 5 miles further to the north-east. It is to be moved on the charts to the following position :—

Lat. $1^{\circ} 46' 00'' S.$, long. $130^{\circ} 28' 00'' E.$

- (4) *Position.*—Lat. $1^{\circ} 45' S.$, long. $130^{\circ} 29' E.$ (*approx.*).

Details.—This islet, marked “(413) Position doubtful,” does not exist and is to be deleted from the charts.

- (5) *Position on charts.*—Pulu Dua :

Southern islet, lat. $1^{\circ} 36' S.$, long. $130^{\circ} 29' E.$ (*approx.*).

Northern islet, lat. $1^{\circ} 33' S.$, long. $130^{\circ} 31' E.$ (*approx.*).

The positions of these two islets are incorrect. The islets are to be deleted from the positions given above and re-inserted in pecked lines close together as follows :—

Amended positions.—Pulu Dua :

Southern islet is to be moved on the charts a distance of $4\frac{1}{2}$ miles 023° from position given above.

Northern islet is to be moved on the charts a distance of 2 miles 000° from position given above.

Note.—“*Position approx.*” is to be noted on the charts against the amended positions of Pulu Dua.

Charts affected.—No. 3744, Tanjong Suabur to Kabu islands.

.. 942b, Eastern archipelago—sheet 4.

Publications.—Eastern Archipelago Pilot, Vol. III, 1921, page 242.

Authority.—Hague Notice No. 590 of 1922. (*H. 2126-22.*)

JAVA.

Malabar W-T Station—Wireless Time Signals established.

No. 302 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 904 of 1922), are republished :—

Position.—Lat. $7^{\circ} 06' 51'' S.$, long. $107^{\circ} 36' 20'' E.$

Call signal.—PKX.

Wave length.—8,800 metres (undamped).

Details.—Time signals are broadcasted daily by Malabar W-T station, commencing at 12h. 57m. 05s. G. M. T. (astronomical), corresponding to 20h. 16m. 19.5s. Java Standard Time. The signals are transmitted according to the International system; the procedure being as follows:—

Time—GMT. *		Signal.		Signification.
h. m. s.	h. m. s.			
From 2 to 4 minutes before the warning.		• • • — • • • — • • • — etc.		V V V, etc.
		05 10		
12 57.05 —	12 57.45	— • • —	— • • — etc.	Warning.
57.55 —	58.00	55 56 57 58 59 00		Time signal.
58.08 —	58.10		08 09 10	
58.18 —	58.20		18 19 20	
58.28 —	58.30		28 29 30	
58.38 —	58.40		38 39 40	
58.48 —	58.50		48 49 50	
58.55 —	59.00	55 56 57 58 59 00		Time signal.
59.06 —	59.10	06 07 08 09 10		
59.16 —	59.20	16 17 18 19 20		
59.26 —	59.30	26 27 28 29 30		
59.36 —	59.40	36 37 38 39 40		
59.46 —	59.50	46 47 48 49 50		
59.55 — 13	00.00	55 56 57 58 59 00		Time signal.

Charts affected.—No. 941a, Eastern Archipelago, western portion—part I.

„ 748b, Indian ocean—northern portion.

Publication.—Admiralty List of Wireless Signals, 1922, No. 4050.

Authority.—Netherlands Hydrographer and Hague Notice No. 314 of 1922. (H. 1450-22.)

CELEBES, SOUTH COAST.

Flores Sea—General Amendments to Charts.

No. 303 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 906 of 1922), are republished:—

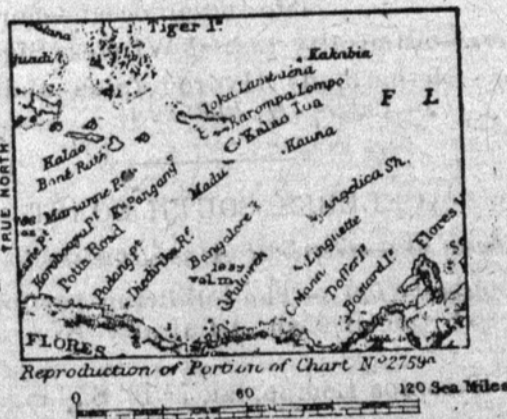
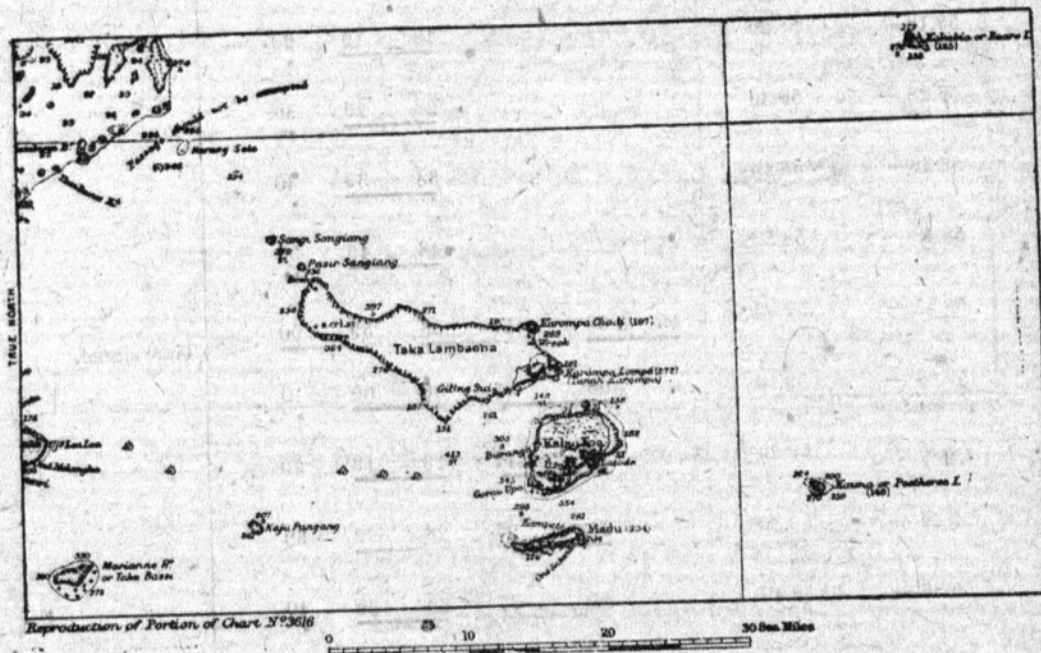
Position.—Karompa Lompo, lat. 7° 16' S., long. 121° 46' E. (approx.).

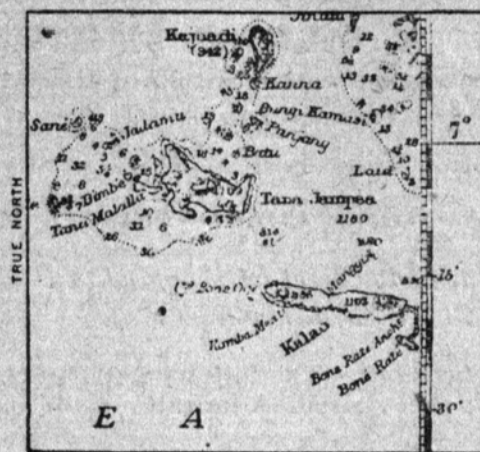
Details.—The accompanying reproductions of portions of charts Nos. 3616, 941b, 942a, 2759a, show the necessary amendments to the charts in the Flores sea, south-east of Pulo Salayar.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
 „ 941b, Eastern archipelago—sheet 2.
 „ 942a, Eastern archipelago—sheet 3.
 „ 2759a, Australia—northern portion.

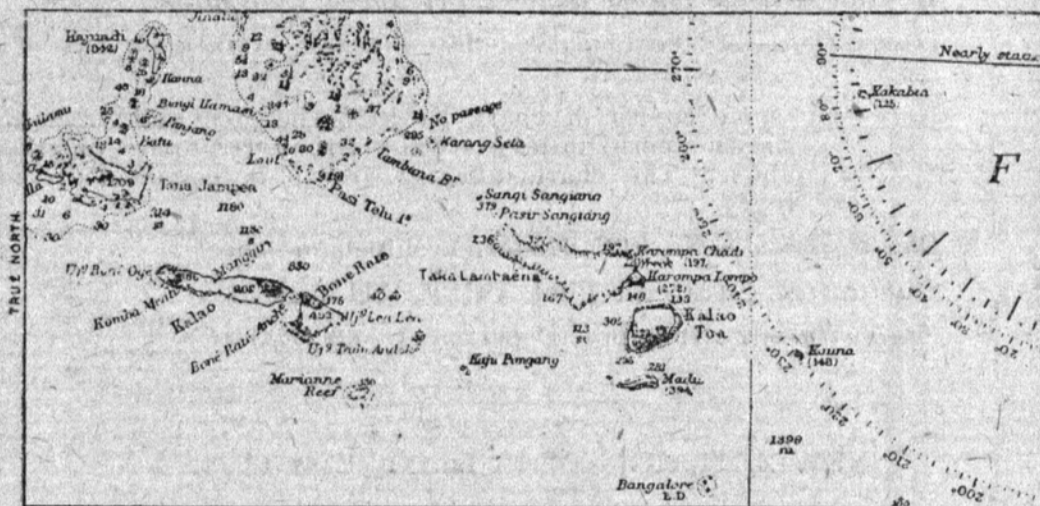
Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 320, 321.

Authority.—Netherlands Government Chart. (H. 1035-22.)





Reproduction of Portion of Chart No. 941B.



Reproduction of Portion of Chart No. 942A.

0 15 30 45 60 Sea Miles

CHINA, EAST COAST—HAN RIVER ENTRANCE.

Port Swatow—Wreck marked by Light-Buoy.

No. 304 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 907 of 1922), are republished:—

(a) Wreck:

Position.—At a distance of approximately 4.15 cables 191° from the flagstaff at the Japanese Consulate.

Lat. $23^{\circ} 21' N.$, long. $116^{\circ} 41' E.$ (approx.).

Description.—Sunken wreck of motor-vessel *Pakwo*.

Note.—The position of this wreck is not accurately known; it is to be inserted on the charts in the above position and marked "P.A."

(b) Light-buoy:

Position.—Marking the above wreck.

Description.—A green wreck-marking buoy exhibiting a green light.

Note.—"Unreliable" is to be inserted against the above light-buoy on the charts.

Charts affected.—No. 854, Port of Swatow.

„ 1962, Hongkong to the Brothers.

Authority.—Shanghai Notice No. 627 of 11th April 1922. (H. 3126-22.)

AUSTRALIA, NORTH COAST—ARAFURA (TIMOR) SEA.

Cape Wessel—Amendment to Chart with regard to Position of Wreck and Shoal northward of.

No. 305 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 909 of 1922), are republished :—

Former Notice.—No. 435 of 1921. (This Office No. 222 of 1921.)

Position.—Lat. $9^{\circ} 52' 00''$ S., long. $136^{\circ} 13' 00''$ E. (approx.).

Description.—A shoal marked by a wreck, with the year date “(1921).”

Note.—On some copies of chart No. 942b, the shoal and wreck are shown about 7 miles eastward of the correct position given above. The charts affected are to be corrected accordingly.

Chart affected.—No. 942b, Eastern archipelago—sheet 4.

Publication.—Australia Pilot, Vol. V, 1914, page 34.

Authority.—Hydrographic Department. (H. 5547-21.)

NEW ZEALAND—NORTH ISLAND, EAST COAST.

East Cape (Otiki)—Light replaced by Temporary Light.

No. 306 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 918 of 1922), are republished :—

Position.—East cape, lat. $37^{\circ} 42'$ S., long. $178^{\circ} 33'$ E. (approx.).

Details.—The flashing white light on East island about one mile eastward of the cape has been permanently discontinued and is replaced temporarily by a light situated on the 476 feet summit on East cape.

The temporary light has the following characteristics :—

Character.—Flashing white every seven seconds, thus :

Flash,	eclipse,
1 sec.	6 sec.

Elevation.—500 feet (152^m4).

Visibility.—About 20 miles, over an arc of 230° , except when obscured by high land to the westward and southward of the light.

Remarks.—The light will also be obscured by East island on certain bearings to vessels passing at distances of less than 8 miles from the light. The light is unwatched.

Note.—It is intended to transfer the lighthouse on East island to a position on the cape.

Charts temporarily affected.—No. 3500, Cape Runaway to Gable End foreland.

„ 2527, Mayor island to Poverty bay.

„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1922, No. 2909.

New Zealand Pilot, 1919, pages 250, 251.

Authority.—Wellington Notice No. 25 of 1922. (*H.* 3321-22.)

AUSTRALIA—NEW SOUTH WALES.

Barunguba (Montagu) Island—Existence of Rock southward of.

No. 307 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 919 of 1922), are republished :—

Position.—At a distance of 2·25 miles 203° from Barunguba island light-house.

Lat. 36° 17' S., long. 150° 13' E. (*approx.*)

Description.—A pinnacle rock with a least depth of 2½ fathoms (4^m 6

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publications.—Australia Pilot, Vol. II, 1918, page 447, Supplement No. 3, 1921.

Authority.—Public Works Department, Sydney. (*H.* 3220-22.)

AFRICA, EAST COAST—DAR ES SALAAM.

Outer Makatumbé Island—Light re-exhibited; Alteration in Period.

No. 308 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 927 of 1922), are republished :—

Former Notice.—No. 1174 of 1921 (*This office No. 317 of 1921*) hereby cancelled.

Position.—Lat. 6° 48' S., long. 39° 20' E. (*approx.*).

New abridged description.—Lt. Fl. *ex.* 35 sec., 96 ft., *vis.* 15 m.

Alteration.—This *flashing white* light has been re-exhibited, but the period has been altered from ten seconds to *thirty-five seconds*.

The temporary fixed white light has been discontinued.

Charts affected.—No. 674, Dar es Salaam and adjoining anchorages.

„ 640a, Pangani to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

Charts which were temply. affected.—No. 597, Delagoa bay to Cape Guardafui.

„ 748b, Indian ocean—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 103.

Africa Pilot, Part III, 1915, page 373; Supplement No. 5, 1921.

Authority.—Director of Marine, Dar es Salaam. (*H.* 3228-22.)

KOREA, SOUTH-WEST COAST—YELLOW SEA.

Thornton Island—Existence of Rock and Wreck south-eastward of.

No. 309 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 928 of 1922), are republished :—

(1) Existence of a rock :

Position.—At a distance of about $1\frac{1}{2}$ miles south-eastward from southern extremity of Thornton island.

Lat. $33^{\circ} 55' 05''$ N., long. $126^{\circ} 20' 20''$ E. (*approx.*), on chart No. 3365.

Depth.—Not stated.

Note.—The Symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts and marked "P.A."

(2) Existence of a wreck :

Position.—At a distance of about 2 cables north-westward from the above rock.

Lat. $33^{\circ} 55' 12''$ N., long. $126^{\circ} 20' 12''$ E., on chart No. 3365.

Description.—Sunken wreck of the steamer *Daini Senkai Maru*.

Charts affected.—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean archipelago, southern portion.

„ 3480, Shantung promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 655.

Authority.—Tokyo Notice No. 167 of 1922. (*H. 3177-22.*)

AUSTRALIA, EAST COAST—QUEENSLAND.

Cleveland Bay, Platypus Channel—General Amendments to Chart.

No. 310 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 938 of 1922), are republished :—

Position.—Townsville harbour, lat. $19^{\circ} 15' S.$, long. $146^{\circ} 50' E.$ (*approx.*)

Details.—The accompanying reproduction of a portion of chart No. 1102 shows the necessary amendments to the chart with regard to Platypus channel, in the approach to Townsville harbour. Attention is drawn to the establishment of eight black beacons, the withdrawal of three conical black buoys, the alteration in the position of the light-buoy marking the north-eastern end of the dredged channel and the existence of foul ground off the north-eastern extremity of the Western breakwater. The fixed green light near the seaward end of Western breakwater has been moved a distance of 200 feet (61m0) to the north-eastward.

Note.—Tidal signals are no longer made from Bay rock and the note on chart No. 1102 is to be amended accordingly.

Charts affected.—No. 1102, Cleveland bay and plan of Townsville harbour.

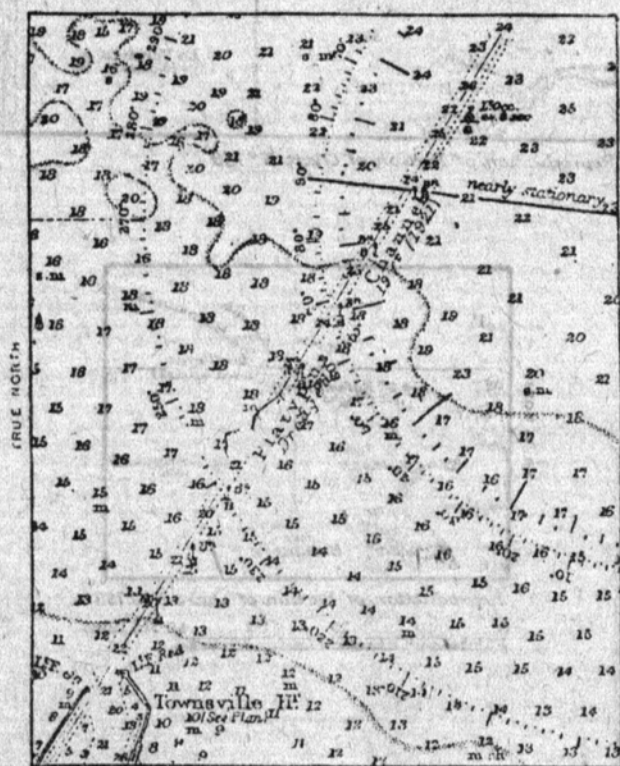
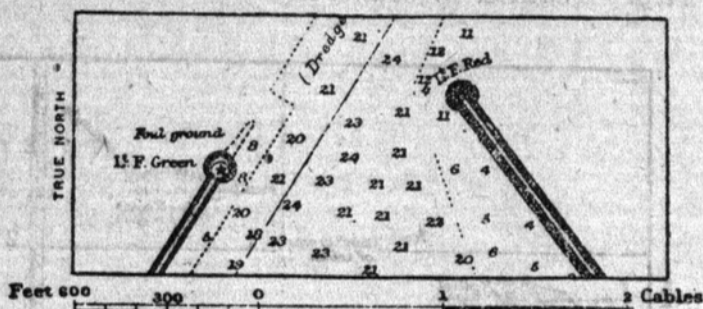
„ 348, Whitsunday island to Magnetic island.

„ 2349, Magnetic island to Double point.

Publications.—List of Lights, Part VI, 1922, No. 2702.

Australia Pilot, Vol. IV 1917, pages 166, 167.

Authority.—Marine Department, Brisbane. (H. 2025-21.)



Reproduction of Portions of Chart No. 1102
Cables 10. 1 Sea Mile

NEW GUINEA, NORTH-EAST COAST.

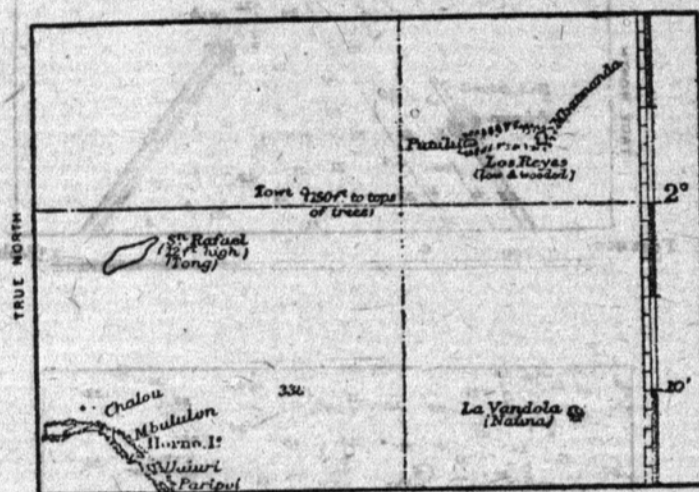
Admiralty Islands—Amended Positions of two Islands.

No. 311 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 939 of 1922), are re-published:—

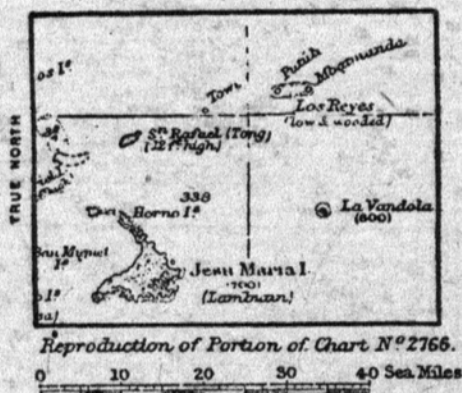
New position.—La Vandola (Naúna) island, lat. $2^{\circ} 11' S.$, long. $148^{\circ} 10' E.$ (approx.)

Details.—The accompanying reproduction of portions of charts Nos. 769 and 2766 shows the necessary amendments to the charts with regard to the positions of La Vandola (Naúna) and San Rafael (Tong) islands, also the height of the trees on Towi island.

Charts affected.—No. 769, Admiralty and Hermit islands.
 „ 2766, North-east coast of New Guinea, &c.
Publication.—Pacific Islands Pilot, Vol. I, 1921, pages 581, 582.
Authority.—H.M.A.S. *Brisbane*, Remark book, 1922. (H. 2705-22.)



Reproduction of Portion of Chart N° 769



Reproduction of Portion of Chart N° 2766.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

West Faiu Island —Amended Position.

No. 312 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 952 of 1922), are re-published:—

Amended Position.—Lat. $8^{\circ} 05' 17''$ N., long. $146^{\circ} 44' 29''$ E.

Details.—Information has been received that the position of West Faiu island is as given above and the charts are to be corrected accordingly. The plan of West Faiu island on chart No. 772 is to be re-graduated to agree with the amended position of this island.

Charts affected.—No. 772, Plan of West Faiu island.
 „ 980, Caroline islands.
 „ 781, Pacific ocean—north-west sheet.

Publications.—Pacific Islands Pilot, Vol. I, 1921, page 621.

Authority.—Tokyo Notice No. 146 of 1922. (H. 2951-22.)

JAPAN, SOUTHERN ISLANDS—KAZAN ISLANDS.

Iwo Jima—Amendment to Chart with regard to Shoal and Depths eastward of.

No. 313 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 963 of 1922), are republished:—

Position.—Higashi Iwa, lat. $24^{\circ} 47' N.$, long. $141^{\circ} 23' E.$ (approx.).

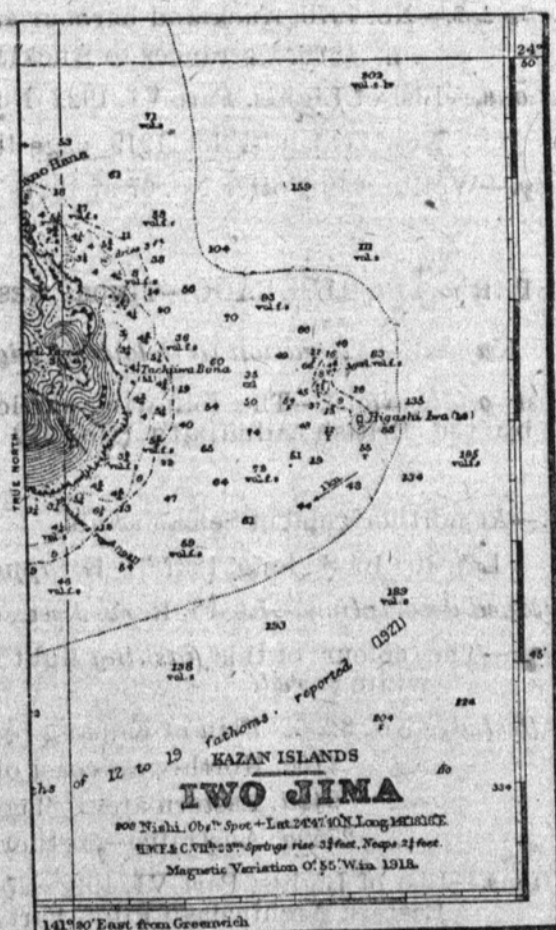
Details.—The accompanying reproduction of a portion of the plan of Iwo jima on chart No. 1100 shows the necessary corrections to that plan with regard to a shoal extending north-westward from Higashi iwa and depths in the vicinity.

Note.—It will be observed that the note with regard to rocks and breakers reported between Iwo jima and Higashi iwa has been omitted from the reproduction.

Chart affected.—No. 1100, Plan of Iwo jima.

Publications.—Japan Pilot, 1914, page 38; Supplement No. 5, 1921.

Authority.—Tokyo Notice No. 106 of 1922. (H. 2760-22.)



Reproduction of Portion of Chart No. 1100

NEW ZEALAND, NORTH ISLAND.

Auckland Harbour, Prohibited Anchorage—Light-Beacons established.

No. 314 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 969 of 1922), are republished :—

Former Notice.—No. 191 of 1922. (*This Office No 194 of 1922*).

Position.—Depôt point, lat. $36^{\circ} 50'$ S., long. $174^{\circ} 48'$ E. (*approx.*).

Light-beacons established on Depôt point :—

(1) Front light :

Position.—At a distance of 0.25 of a cable 105° from the site of flagstaff at Depôt point.

Abridged description.—Lt. F. Gn.

Character.—Fixed green.

(2) Rear light :

Position.—At a distance of 0.35 of a cable 012° from front light.

Abridged description.—Lt. F. R.

Character.—Fixed red.

Remarks.—The alignment of these two light-beacons indicates the direction of the telephone cables, which have been laid in the prohibited anchorage southward of Depôt point quoted in the former Notice.

Charts affected.—No. 1970, Auckland harbour and approaches.

„ 1896, Entrances to Auckland harbour.

Publications.—List of Lights, Part VI, 1922, No. 2879.

New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H. 187-22.*)

EASTERN ARCHIPELAGO—TIMOR, WEST COAST.

Kupang—Alteration in Colour of Light.

No. 315 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 970 of 1922), are republished :—

Position.—At northern end of Semau strait.

Lat. $10^{\circ} 10'$ S., long. $123^{\circ} 34'$ E. (*approx.*).

New abridged description.—Lt. Fl. R. ev. 3 sec., 61 ft., vis. 12 m.

Alteration.—The colour of this *flashing* light has been altered from white to red.

Charts affected.—No. 3296, Plan of Kupang bay and Roti strait.

„ 475, North-west coast of Australia.

„ 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 949.

Eastern Archipelago Pilot, Part II, 1913, page 306.

Authority.—Hague Notice No. 1061 of 1922. (*H. 3336-22.*)

NEW GUINEA, WEST COAST.

Misoöl Island, Katapu Anchorage—Existence of Shoals north-eastward of.

No. 316 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 971 of 1922), are republished:—

Position.—Nusa Pial, lat. $1^{\circ} 50' S.$, long. $129^{\circ} 49' E.$ (*approx.*).

Distance and bearing from Nusa Pial.	Depth.
(a) 2.90 miles 048° ...	$2\frac{1}{2}$ fathoms (4^m6).
(b) 2.60 miles 057° ...	4 fathoms (7^m3).

Chart affected.—No. 3744. Tanjong Suabur to Kabu islands.

Publication.—Eastern Archipelago Pilot, Vol. III, 1921, page 102.

Authority.—Hague Notice No. 1062 of 1922. (*H. 3337-22*).

CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Paria (Sopang) Bay Approach—Existence of Shoal.

No. 317 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 973 of 1922), are republished:—

Position.—At a distance of about 12 miles eastward of Sopang reef.
Lat. $4^{\circ} 55' 18'' S.$, long. $121^{\circ} 41' 30'' E.$

Description.—A $4\frac{1}{2}$ fathom (8^m2) shoal, of small extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait, &c.
„ 942a, Eastern archipelago—sheet III.
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 469.

Authority.—Hague Notice No. 1060 of 1922. (*H. 3335-22*).

GULF OF SIAM.

Aotinau (Manao) Bay—Caution with regard to Aeroplane Target Practice.

No. 318 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 974 of 1922), are republished:—

Former Notice.—No. 1789 of 1921 (*This Office No. 464 of 1921*); hereby cancelled.

Position.—North Horn, lat. $11^{\circ} 47' N.$, long. $99^{\circ} 47' E.$ (*approx.*).

Caution.—Notice is given that target practice from Aeroplanes will take place from time to time in the vicinity of Aotinau bay and approaches. Vessels are warned not to enter the under-mentioned area between sunrise and sunset whilst the practice is being carried out:—

Limits of danger area:

(a) *On the North*.—By a line drawn from a position situated three-quarters of a mile 267° from North Horn summit in a 071° direction for a distance of 7.33 miles.

(b) *On the South*.—By a line drawn from the eastern extremity of Whae Wan village, South Horn, in a 135° direction for a distance of 6.75 miles.

(c) *On the East*.—By a line joining the eastern extremities of limits (a) and (b).

(d) *On the West*.—By a line joining the western extremities of limits (a) and (b).

Note.—The danger area outlined above is to be regarded as permanent.

This area is to be inserted on the charts with the words "*Bomb-dropping practice area*."

Charts affected.—No. 2719, Lem Tane to Ko Ta kut.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 133.

Authority.—Bangkok Notice No. of 1921. (*H. 5518-21.*)

PHILIPPINE ISLANDS—LUZON.

Kavite W-T Time Signal—Alteration in Wave Lengths.

No. 319 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 979 of 1922), are republished:—

Position.—Lat. $14^{\circ} 30' N.$, long. $120^{\circ} 54' E.$ (*approx.*).

Call signal.—NPO.

Details.—The Kavite wireless time signal is now transmitted on wave lengths of 2,700 metres (spark) and 5,200 metres (arc).

Publication.—Admiralty List of Wireless Time Signals, 1922 No. 4046.

Authority.—Berne International List of Radiotelegraph Stations. 1921; Supplement No. 7, April, 1922. (*H. 3436-22.*)

The 25th July 1922.

PERSIAN GULF.

Henjam—Positions of Mooring Buoys.

No. 294 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 58M, of 1922), are republished:—

Details.—Four small mooring buoys are now in the following positions in the anchorage inside Henjam Island.

Position of the centre W/T mast.

Lat. $26^{\circ} 41' N.$, long. $55^{\circ} 53\frac{1}{2}' E.$ (approximate).

(a) *Position*.—At a distance of 3.4 cables, 355° , from the centre W/T mast.

(b) *Position*.—At a distance of 3.4 cables, 351° , from the centre W/T mast.

(c) *Position*.—At a distance of 3.75 cables, 037° , from the centre W/T mast.

(d) *Position*.—At a distance of 3.6 cables, $045\frac{1}{2}^{\circ}$, from the centre W/T mast.

Remarks.—The buoy in Position (c) is used to moor the R. I. M. Tender that is attached to the Coal Depôt at Henjam. The other three buoys usually have lighters secured to them.

Charts affected.—No. 3599, Henjam Sound.
 „ 753, Entrance to the Persian Gulf.

Publication.—Persian Gulf Pilot, 1915, page 209.

Authority.—H. M. S. “Triad,” Hyd. Note No. 6, dated 29th June 1922.

BAY OF BENGAL, BURMA—RANGOON RIVER.

D'Silva Shoal—Extended eastward.

No. 295 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 59M. of 1922), are republished :—

Position.—Lat. $16^{\circ} 38\frac{1}{2}'$ N., long. $96^{\circ} 14\frac{1}{2}'$ E. (approximate).

Details.—The Eastern edge of the D'Silva Shoal is reported to have extended further into the channel and there being now only a depth of 5 feet on the line North Beacon transit Syriam Pagoda.

Remarks.—Mariners are advised to keep well to the eastward of this line as the locality is steep to.

Charts affected.—No. 833, Rangoon River and Approaches.

„ 823, Koronge Island to White Point.

Publication.—Bay of Bengal Pilot, 1921, page 462.

Authority.—The Principal Port Officer, Burma, Rangoon, dated 6th July 1922.

INDIA, WEST COAST.

Bombay Harbour—Prohibited Anchorage.

No. 296 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 60M. of 1922), are republished :—

Details.—A green conical Buoy surmounted by a short staff and cone has been placed in a position 270° from Tucker Beacon distant 7 cables.

Remarks.—This buoy marks the position of the wreck of a sunken prow. All vessels and all craft are prohibited from anchoring within a radius of 200 yards of this buoy.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 222.

Authority.—The Port Officer, Bombay, dated 14th July 1922.

The 14th July 1922.

SUMATRA, WEST COAST.

(1) *Tarusan Bay—Amendment to Chart with regard to Rocks and Shoals.*

(2) *Tabekat Bay approaches—Amendments to Chart with regard to Reefs and Shoals.*

No. 276 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 820 of 1922), are republished :—

(1) **Tarusan Bay.**

Position.—Pulo Setan Kechil, lat. $1^{\circ} 13'$ S., long. $100^{\circ} 25'$ E. (approx.)

Details.—The accompanying reproduction of a portion of the plan of Tarusan bay on chart No. 1701 shows the necessary corrections to that plan with regard to rocks and shoals in the vicinity of Pulo Setan Kechil.

(2) Tabekat Bay Approaches.

Position.—Pulo Umana, lat. $1^{\circ} 03' S.$, long. $98^{\circ} 58' E.$ (approx.).

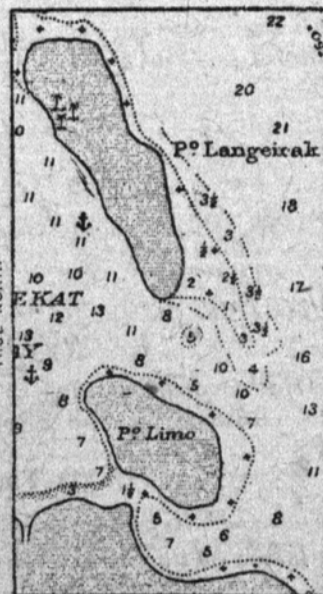
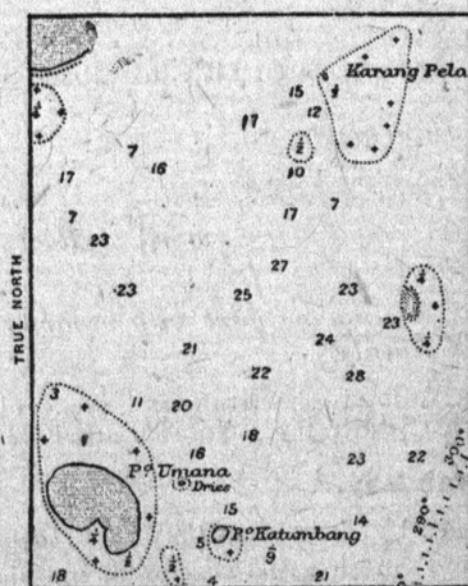
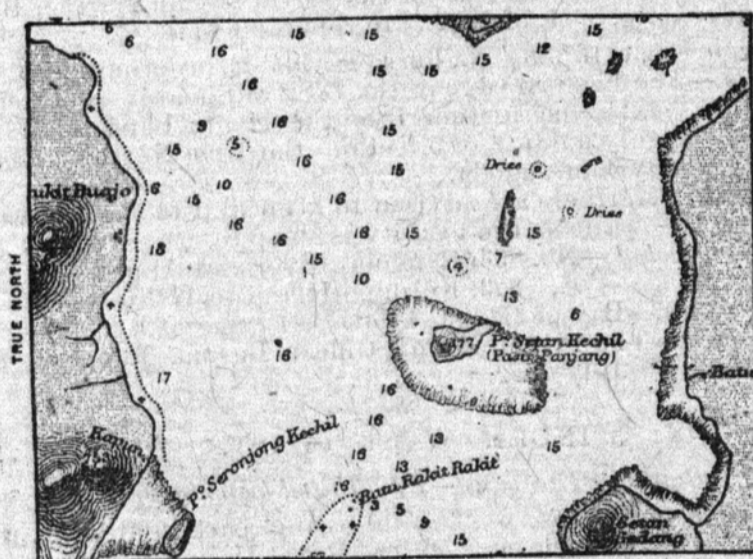
Details.—The accompanying reproduction of portions of the plan of Tabekat bay on chart No. 1701 shows the necessary corrections to that plan with regard to reefs and shoals in the approaches to Tabekat bay.

Note.—From the reproduction it will be observed that the alternative names of certain islands have been omitted.

Chart affected.—No. 1701, Plans of Tarusan bay and Tabekat bay.

Publication.—China Sea Pilot, Vol. I., 1916, pages 387, 454, 455.

Authority.—Netherlands Government Charts. (H. 1387 & 1431-22.)



AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar-Es-Salaam—Position of Sunken Dock.

No. 277 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 821 of 1922), are re-published:—

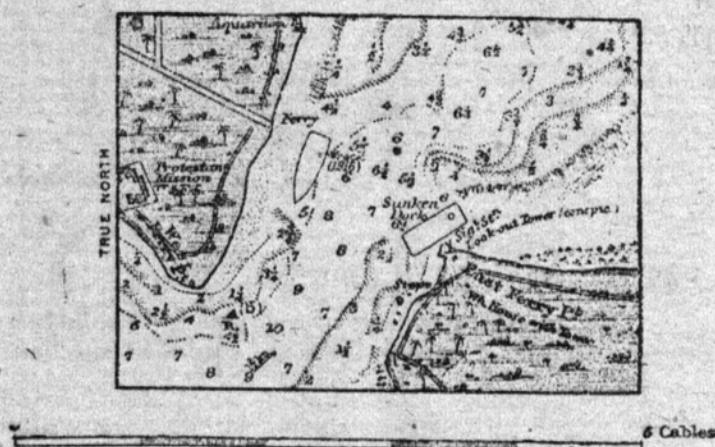
Position.—East Ferry point, lat. $6^{\circ} 50' S.$, long. $39^{\circ} 18' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of chart No. 674 show the necessary amendments concerning the position of the sunken dock at the entrance of Dar-es-Salaam, and depths in vicinity.

Chart affected.—No. 674, Dar-es-Salaam, with plan.

Publications.—Africa Pilot, Part III., 1915, page 377; Supplement 1921, page 31.

Authority.—Marine Department, Dar-es-Salaam. (*H. 2070-22.*)



Reproduction of Portions of Chart No. 674

0 5 10 Cables or
1 Sea Mile

JAPAN—INLAND SEA.

Aki Nada—Existence of Rocks and Shoals; Amended Depths over certain Shoals.

No. 278 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 823 of 1922), are republished:—

Positions.		Depth, &c.	Name.
Lat. N.	Long. E.		
(a) 33° 58' 32"	132° 44' 25"	6½ fathoms (12 ^m 3), rock.	Meishi dashi
(b) 33° 57' 19"	132° 41' 59"	16 „ (29 ^m 3), „	Okino iwa.
(c) 33° 50' 59"	132° 30' 24"	2½ „ (4 ^m 1), „	Un-named.
(d) 33° 54' 37"	132° 31' 46"	5 „ (9 ^m 1), „	Okino ishi.
(e) 33° 59' 06"	132° 31' 21"	10 „ (18 ^m 3).	Giza dashi.
(f) 33° 58' 59"	132° 31' 27"	15 „ (27 ^m 4).	Tateba dashi.
(g) 33° 56' 20"	132° 27' 46"	2 „ (3 ^m 7).	Asafshino se.
(h) 33° 51' 52"	132° 37' 36"	9 „ (16 ^m 5), sand.	Un-named.
(i) 33° 57' 52"	132° 33' 14"	8 „ (14 ^m 6).	Yoko se.
(j) 33° 55' 59"	132° 30' 18"	14 „ (25 ^m 6), cables.	Un-named.

Remarks.—With reference to the following shoals the depths given above are to be substituted for the soundings previously shown on the charts in these positions.

(c) Insert 2½ fathoms and delete 16 fathoms.

(f) „ 15 „ „ „ 16 „

(g) „ 2 „ „ „ 4½ „

(i) „ 8 „ „ „ 10 „

With regard to (i) the depth of 10 fathoms was not formerly shown on some copies of the charts.

Note.—The positions given above refer to the largest scale charts affected with the exception of shoal (h) which is situated 1·64 miles 192° from the lighthouse on Tsuru sima on the plan on chart No. 694. The note “P A” is to be inserted against it on this chart.

Charts affected.—No. 83, Gogo shima to Miyo shima. (a), (b), (h).
 „ 3154, Ominase to Gogo shima. (b), (c), (d), (e), (f), (g), (h), (i), (j).
 „ 3469, Hiroshima wan. (d), (e), (f), (g), (i), (j).
 „ 2875, Nakai (seto uchi) or Inland sea. (a), (b), (c), (d), (e), (g), (h), (i), (j).
 „ 694, Plan of Gogo Sima and Horiyé anchorages. (h).

Publication.—Japan Pilot, 1914, pages 364, 367, 368, 369, 370, 371.

Authority.—Tokyo Notice No. 85 of 1922. (H. 2341-22.)

CHINA, EAST COAST.

Hongkong Harbour—Amendment to Charts with regard to Depths in Dockyard Camber.

No. 279 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1922), are republished:—

Position.—Royal Naval Yard, lat. 22° 17' N., long. 114° 10' E. (approx.).

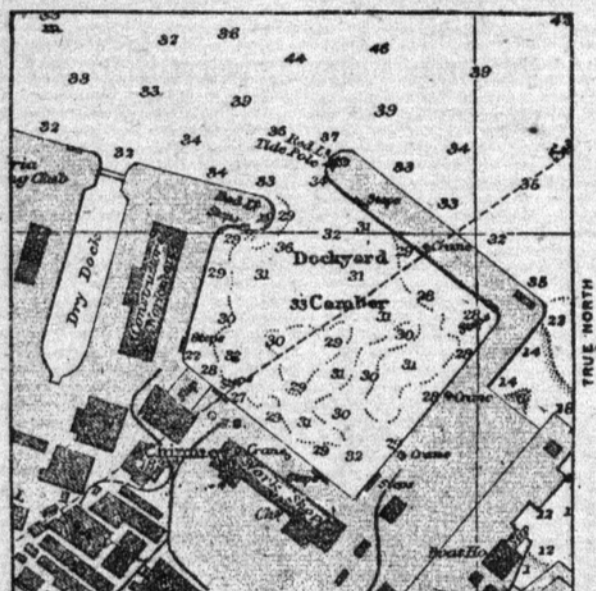
Details.—Amendment to the charts with regard to depths in the Dockyard camber, embodying the latest information received, is shown on the accompanying reproduction of portions of charts Nos. 1459, 3280, 3279.

It will be seen that the depths have slightly decreased.

Charts affected.—No. 1459, Hongkong harbour.
 „ 3280, Hongkong waters—west.
 „ 3279, Hongkong waters—east.
 „ 1466, Hongkong.
 „ 5605, Hongkong to Mirs bay.

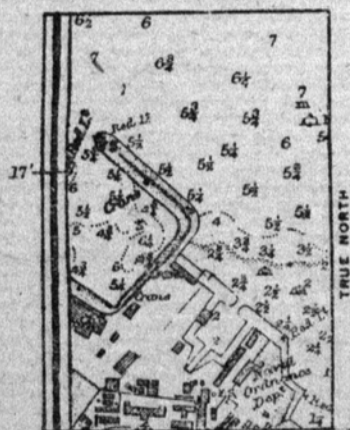
Publication.—China Sea Pilot, Vol. III., 1912, page 506.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 2238-22.)



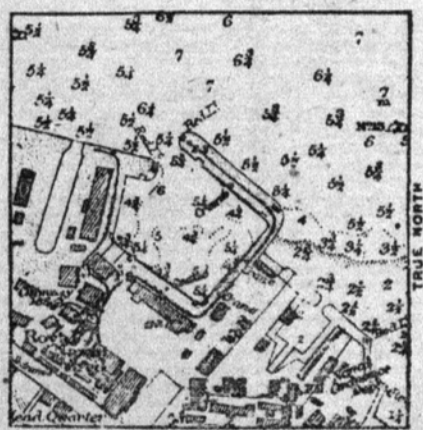
Reproduction of Portion of Chart N°1459

0 2 Cables



Reproduction of Portion of Chart N°3279

0 1 2 Cables



Reproduction of Portion of Chart N°3280

0 1 2 3 Cables

CELEBES, EAST COAST—PELING STRAIT.

Nonapetong Bay—Amendments to Chart with regard to Depths and additional Shoals.

No. 280 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1922), are republished:—

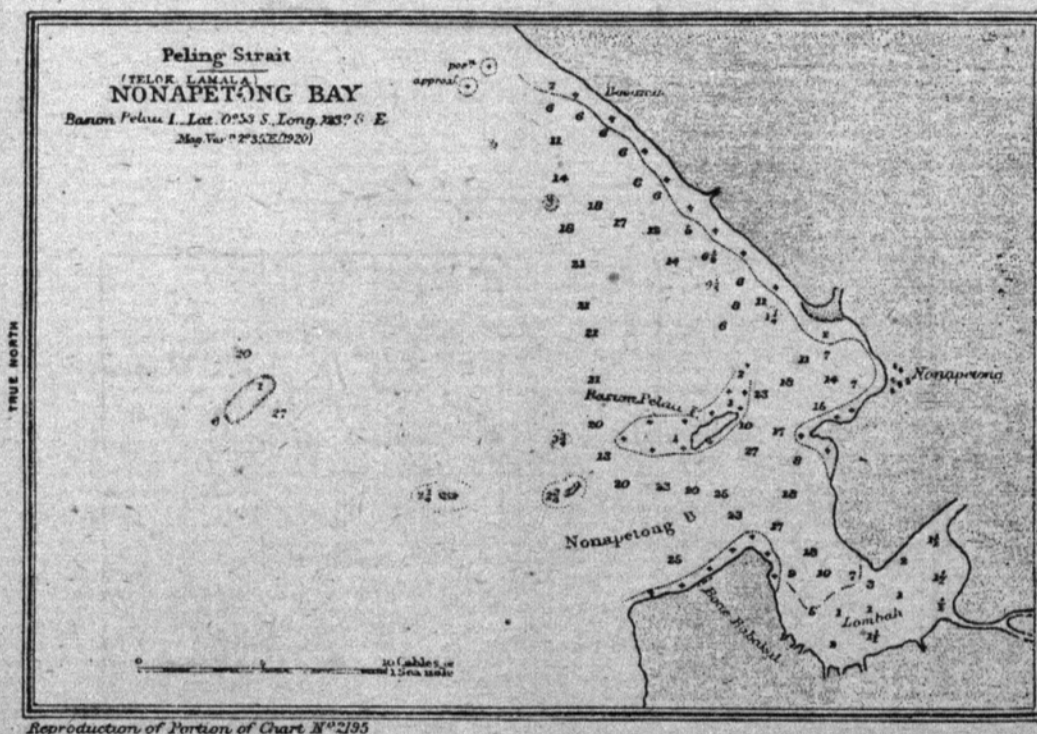
Position.—Basum Pelau island, lat. $0^{\circ} 53' S.$, long. $123^{\circ} 08' E.$ (*approx.*).

Details.—Amendments to the Chart with regard to depths and various additional shoals in Nonapetong bay, embodying the latest information received, are shown on the accompanying reproduction of the plan of the above bay on chart No. 2195.

Chart affected.—No. 2195, Plan of Nonapetong bay.

Publication.—Eastern Archipelago Pilot, Part II., 1913, pages 494, 495.

Authority.—Netherlands Government Chart. (*H. 2361-22.*)



SOUTH PACIFIC OCEAN—NEW CALEDONIA, HAVANNAH PASSAGE.

Hydrography Shoal—Buoy to be expunged from Charts.

No. 281 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1922), are republished :—

Position.—On the northern edge of Hydrography shoal.

Lat. $22^{\circ} 26'$ S., long. $166^{\circ} 55'$ E. (*approx.*).

Details.—The conical buoy with square topmark is reported to have disappeared, and is to be expunged from the charts.

Charts affected.—No. 2906, Isle of Pines to Uen island.

„ 936b, New Caledonia—south-east part.

Publication.—Pacific Islands Pilot, Vol. II., 1918, page 63.

Authority.—H. M. A. S. *Melbourne*, Remark Book, 1921. (*H. 2857-22.*)

NEW ZEALAND, SOUTH ISLAND—COOK STRAIT.

Pelorus Sound, Oke Rock—Beacon destroyed, Buoy established.

No. 282 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 846 of 1922), are republished :—

Position.—Oke rock, lat. $40^{\circ} 56'$ S., long. $174^{\circ} 03'$ E. (*approx.*).

Details.—The red beacon formerly situated on Oke rock has been destroyed and is to be erased from the charts. A pillar buoy, painted red, has been established at a distance of half a cable 094° from the rock.

Charts affected.—No. 2684, Cook strait anchorages—sheet 1.

„ 2685, Cook strait anchorages—sheet 2.

„ 695, Cook strait.

„ 2054, Cook strait and the coast to Cape Egmont.

„ 2616, Cape Foulwind to D'Urville island.

Publication.—New Zealand Pilot, 1919, pages 304, 305.

Authority.—Wellington Notice No. 14 of 1922. (*H. 2785-22.*)

NEW GUINEA, SOUTH-WEST COAST.

Merauke River—Alteration in Character of light.

No. 283 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 848 of 1922), are republished :—

Position.—On the eastern shore at the entrance to Merauke river.

Lat. $8^{\circ} 29'$ S., long. $140^{\circ} 22'$ E. (*approx.*).

New abridged description.—Lt. Fl. ev. 3 sec. 75 ft., vis. 14 m.

Alteration.—The character of the light has been altered from group occulting white to *flashing white every three seconds*, thus:

Flash,	eclipse,
1 sec.	2 sec.

The visibility of the light is now 14 miles.

Charts affected.—No. 447, Western approaches to Torres strait.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI., 1922, No. 2771.

Australia Pilot, Vol. III., 1916, page 213.

Authority.—Hague Notice No. 834 of 1922. (*H.* 2719-22.)

PHILIPPINE ISLANDS.

Celebes Sea—Submarine Volcano reported.

No. 284 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 849 of 1922), are republished :—

Position.—Lat. $3^{\circ} 58' 00''$ N., long. $124^{\circ} 10' 00''$ E., on chart No. 2575.

Description.—Submarine volcano.

Note.—The position on the charts is to be encircled by a danger line and the note *Submarine volcano repd.* (1922) is to be inserted against it.

Charts affected.—No. 2575, Eastern part of the Celébes sea.

„ 943, Molucca passage to Manila.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Vol. III., 1921, page 26.

Authority.—Hydrographer, Royal Australian Navy. (*H.* 2941/22.)

JAPAN—INLAND SEA, HIROSHIMA WAN.

Nino Shima—Wreck north-westward of.

No. 285 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 868 of 1922), are republished :—

Position.—At a distance of 9.75 cables 309° from the 905 ft. Δ near the northern end of Nino shima.

Lat. $34^{\circ} 20'$ N., long. $132^{\circ} 25'$ E. (*approx.*).

Description.—Sunken wreck of a vessel with one mast showing about 10 feet (3^m0) above water.

Charts affected.—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo notice No. 135 of 1922. (*H.* 2947-22.)

AUSTRALIA—NORTH COAST.

Endeavour Strait—Amended Depths in Western Approach.

No. 286 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1922), are republished :—

Position.—Red Wallis Island, lat. $10^{\circ} 51'$ S., long. $142^{\circ} 01'$ E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 437, 2375, 2354, 447 show the amended depths south-westward and southward of Rothsay banks in the western approach to Endeavour strait, as a result of recent survey.

Charts affected.—No. 437, Albany pass to Booby island.

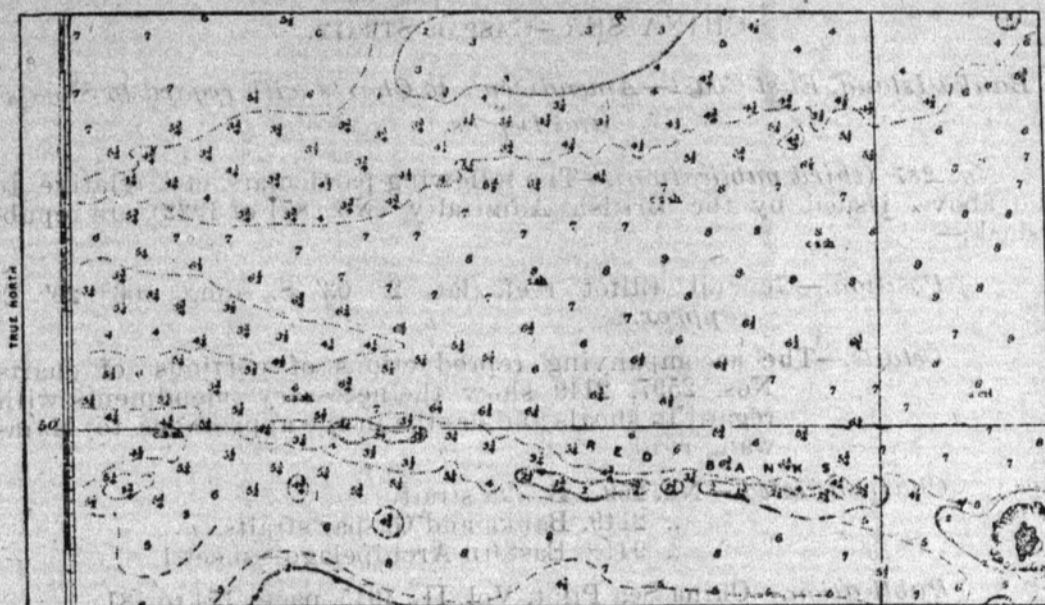
„ 2375, Torres strait—western channels.

„ 2354, Cape Grenville to Booby island.

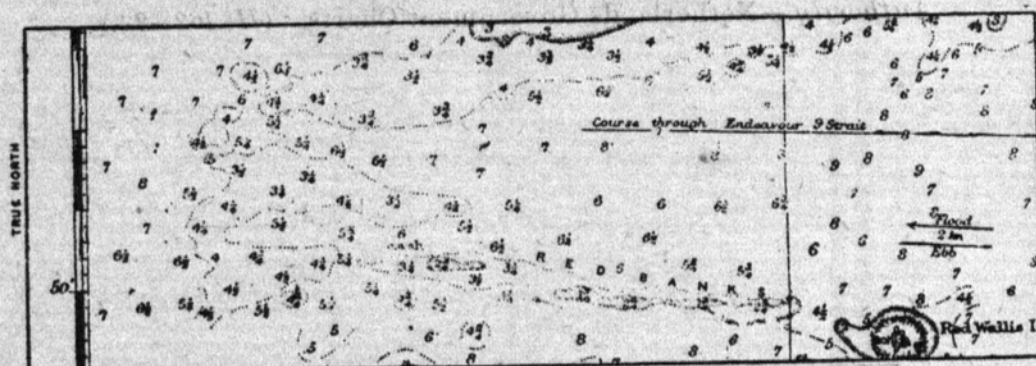
„ 447, Western approaches to Torres strait.

Publication.—Australia Pilot, Vol. III., 1916, pages 223, 224.

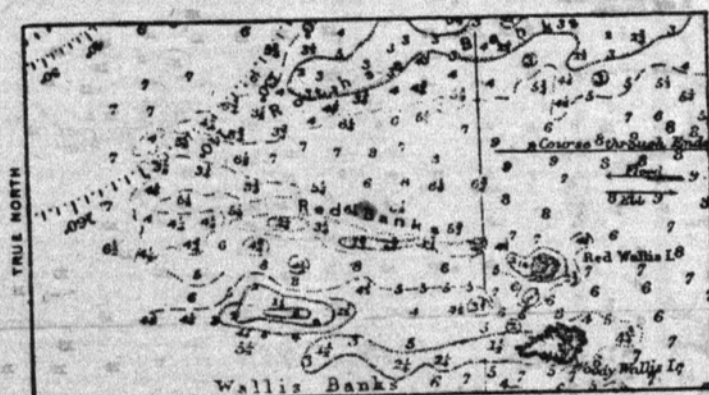
Authority.—H.M. Surveying Vessel *Fantome*. (*H.* 738-22.)



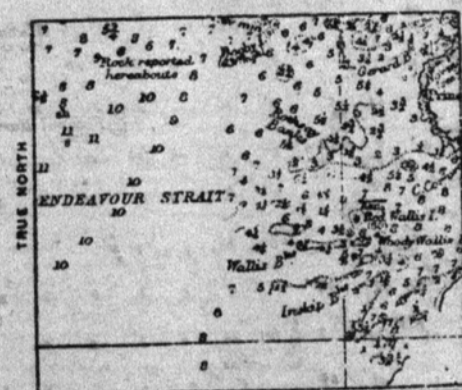
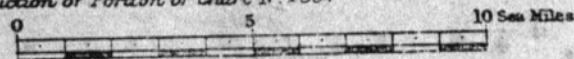
Reproduction of Portion of Chart N° 437



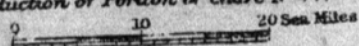
Reproduction of Portion of Chart N° 2375



Reproduction of Portion of Chart N° 2354



Reproduction of Portion of Chart N° 447



CHINA SEA—GASPAR STRAIT.

Banka Island, East Coast—Amendments to Charts with regard to Shoals and Depths.

No. 287 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1922), are republished :—

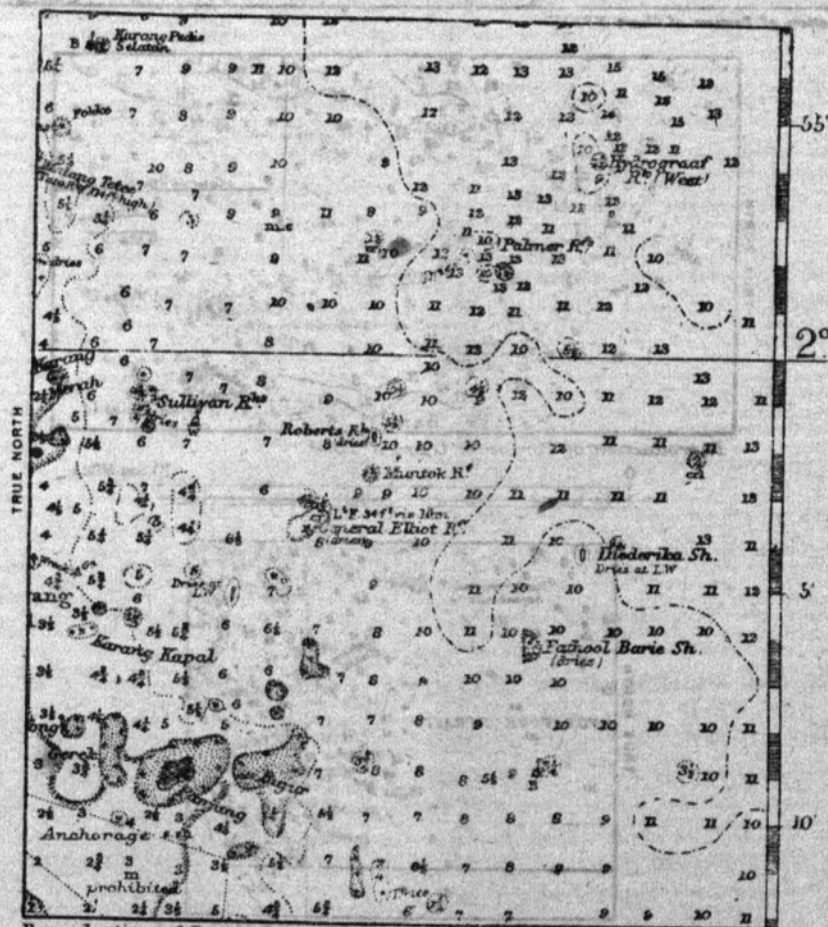
Position.—General Elliot reef, lat. $2^{\circ} 03' S.$, long. $106^{\circ} 20' E.$ (approx.).

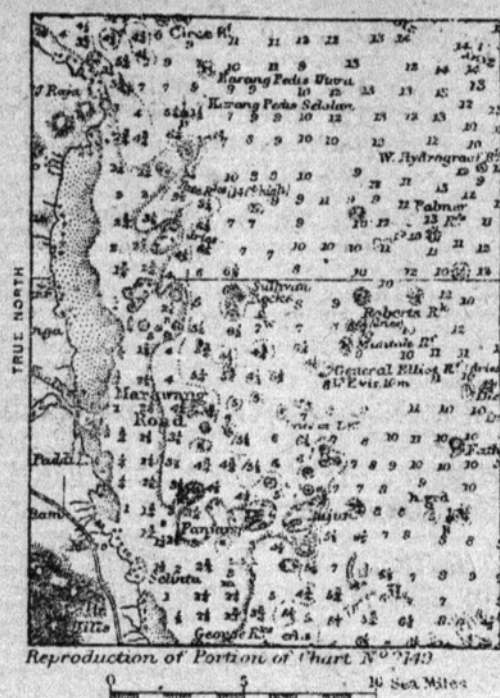
Details.—The accompanying reproductions of portions of charts Nos. 2597, 2149 show the necessary amendments with regard to shoals and depths in the approaches to Marawang road.

Charts affected.—No. 2597, Banka strait.
 „ 2149, Banka and Gaspar straits.
 „ 941a, Eastern Archipelago—sheet 1.

Publication.—China Sea Pilot, Vol. II., 1915, pages 174 to 181.

Authority.—Netherlands Government Charts. (H. 1628-22.)





JAPAN, SETO UCHI—GULF OF OSAKA.

Hyogo and Kobe Bays—Mooring Buoys established.

No. 288 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 875 of 1922), are republished :—

- (a) *Position*.—At a distance of 4.50 cables 044° from Wada misaki lighthouse.

Lat. $34^{\circ} 39' N.$, long. $135^{\circ} 11' E.$ (*approx.*).

Description.—Mooring buoy No. 20.

- (b) *Position*.—At a distance of 2.90, cables 103° from the flashing green light on the northern end of East breakwater.

Lat. $34^{\circ} 41' \text{ N.}$, long. $135^{\circ} 13' \text{ E. (approx.)}$.

Description.—Mooring buoy No. 21.

Charts affected.—No. 2265, Kobe and Hyogo bays.

16, Kobe and Osaka. (b).

Authority.—Tokyo Notice No. 139 of 1922. (H. 2949-22).

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse destroyed.

No. 289 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 876 of 1922), are republished :—

Position.—On the southern extremity of Tsu sima.

Lat. $34^{\circ} 05' \text{ N.}$, long. $129^{\circ} 13' \text{ E.}$ (*approx.*).

Remarks.—“Destroyed (1922)” is to be inserted against the above lighthouse on the charts affected.

Note.—The signal station is temporarily discontinued.

Charts affected.—No. 2385, Tsu sima.

- „ 3366, Fusan harbour to Port Hamilton.
- „ 104, Korean archipelago, southern portion.
- „ 127, Hirado kaikyo to Shimonoseki kaikyo.
- „ 3480, Shantung promontory to Nagasaki.
- „ 1263, China sea.

Publications.—List of Lights, Part VI., 1922, No. 1908.
Japan Pilot, 1914, page 543.

Authority.—Tokyo, Department of Communications Notices Nos. 547 and 576 of 1922. (*H. 2775-22.*)

INDIAN OCEAN—MALDIVE ISLANDS, MALE ATOLL.

(1) *Giravaru*—Islet reported southward of.

(2) *Low Island*—~~E~~xtension of reef westward of.

No. 290 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 883 of 1922), are republished:—

1 *Giravaru.*

Position.—Giravaru, lat. $4^{\circ} 12' N.$, long. $73^{\circ} 24' E.$ (*approx.*).

Details.—The existence of an islet is reported at a distance of 10 cables 193° from the centre of Giravaru from which position it extends in a south-easterly direction for a distance of 3 cables. The note "*Islet (posn. approx.) (repd. 1922)*" is to be inserted against this position on the chart.

Note.—The un-named reef, $2\frac{1}{2}$ miles in length, which is already shown on the chart eastward of the above islet, is to be connected from its eastern and western extremities to the south-eastern and north-western extremities of the islet referred to.

(2) *Low Island.*

Position.—Low island, lat. $4^{\circ} 24' N.$, long $73^{\circ} 20' E.$ (*approx.*).

Details.—The caution "*Reef extends further west than charted (1922)*" is to be inserted below the words "*Low Island with bushes*" on the charts.

Charts affected.—No. 3324, Malé and Fadiffolu atolls.

„ 66b, Maldive islands—middle sheet.

Publication.—W. C. of India Pilot, 1919, page 370.

Authority.—H. M. S. *Comus* Hyd. Note No. 1 of 1922. (*H. 2240-22.*)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Oroluk Lagoon and Pigelot Island—Amended Positions.

No. 291 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 884 of 1922), are republished:—

(1) Oroluk lagoon, San Augustin island, south extreme:

Amended position.—Lat. $7^{\circ} 37' 37'' N.$, long. $155^{\circ} 09' 39'' E.$

Remarks.—The above amended position is to be inserted under the title of the plan of Oroluk lagoon on chart No. 982, in place of the position hitherto shown.

On charts Nos. 980 and 781 the following note is to be inserted against Oroluk lagoon:—

"*Lies about 7 miles westward of charted posn. (1922).*"

(2) Pigelot or Coquille island :

Amended position.—Lat. $8^{\circ} 05' 24''$ N., long. $147^{\circ} 38' 06''$ E.

Remarks.—The above amended position is to be inserted under the title of the plan affected on chart No. 772 in place of the position hitherto shown.

Charts affected.—No. 982, Truk or Hogolu islands, &c. (1).
 „ 980, Caroline islands. (1).
 „ 772, Plan of Pigelot or Coquille island. (2).
 „ 781, Pacific ocean—north-west sheet. (1).

Authority.—Tokyo Notices Nos. 145 and 159 of 1922. (H. 2950-22 & 3171-22.)

INDIA, WEST COAST.

Karachi, Manora point—Range Buoy permanently removed.

No. 292 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 56M. of 1922), are republished :—

Position.—At a distance of 7,500 yards, 148° , from Manora point.
 Lat. $24^{\circ} 44'$ N., long. $67^{\circ} 01'$ E. (approx.).

Details.—The range-buoy in the above position has been permanently removed.

Chart affected.—No. 41, Cape Monze to Kediwari Mouth.

Publication.—West Coast of India, Pilot 1919, page 334.

Authority.—The Port Officer, Karachi, dated 20th June 1922.

GULF OF ADEN.

Aden Inner Harbour—Alteration in Buoyage.

No. 293 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 57M. of 1922), are republished :—

(1) *Alteration in position of mooring buoys.*

(a) *Position.*—At a distance of about $\cdot 2$ cable north-westward from former position and 4.00 cables, 284° , from Clock Tower.

Description.—No. 1 mooring buoy.

(b) *Position.*—At a distance of about $\cdot 9$ cable south-westward from former position and 3.93 cables, 298° , from Clock Tower.

Description.—No. 3 mooring buoy.

(c) *Position.*—At a distance of about $\cdot 6$ cable north-westward from former position and 3.42 cables, 347° , from Clock Tower.

Description.—No. 5 mooring buoy.

(d) *Position.*—At a distance of about $\cdot 4$ cable north-eastward from former position and 3.16 cables, 019° , from Clock Tower.

Description.—No. 6, mooring buoy.

(e) *Position.*—At a distance of about $\cdot 35$ cable north-westward from former position and 6.76 cables, 036° , from Clock Tower.

Description.—No. 10 mooring buoy.

(2) *Alteration in position of Light Buoys.*

(a) *Position.*—At a distance of about 1 cable north-westward from former position and 4.28 cables, $346\frac{1}{2}^{\circ}$, from Clock Tower.

Description.—Black buoy exhibiting a fixed green light.

(b) *Position.*—At a distance of about 3 cable eastward from former position and 3.95 cables, 036° , from Clock Tower.

Description.—Red buoy exhibiting a fixed red light.

(3) *Buoys established.*

(a) *Position.*—At a distance of about 2.5 cables, 014° , from Clock Tower.

Description.—Western Oil terminal Buoy.

(b) *Position.*—At a distance of about 3.43 cables, $029\frac{1}{2}^{\circ}$, from Clock Tower.

Description.—Eastern Oil terminal Buoy.

(c) *Breast buoys for No. 6 buoy.*

(I) *Position.*—At a distance of about 2.00 cables, 007° , from Clock Tower.

(II) *Position.*—At a distance of about 2.91 cables, 021° , from Clock Tower.

(III) *Position.*—At a distance of about 3.77 cables, 033° from Clock Tower.

Charts affected.—No. 3660, Aden Harbour.

„ 7, Aden Harbour and approaches.

Publication.—Red Sea, etc., 1921, page 435.

Authority.—The Port Officer, Aden, dated 24th June 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 16, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 5th August 1922.

INDIA, WEST COAST—BOMBAY HARBOUR.

Steam Pilot vessel replaced by Sailing Pilot Schooner.

No. 320 (first publication.)—

Subject.—The Steam Pilot vessel has been withdrawn and replaced by a Sailing Pilot Schooner on the 29th July 1922.

Charts affected.—No. 2621, Bombay harbour.

„ 655, Port of Bombay.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 228, Supplement No. 2, 1922.

Authority.—Director, Royal Indian Marine, Bombay, telegram dated 29th July 1922.

CHINA, NORTH COAST.

Eastern approach to Chefoo harbour—Wreck removed.

No. 321 (first publication.)—With reference to Notice to Mariners No. 266 of 1922 issued by this Office, the Coast Inspector, Shanghai, has given further Notice (No. 753 of 1922) that the sunken junk in the Eastern Approach to Chefoo Harbour, situated 1·51 miles S. 24½° E., magnetic, from Kungtungtao Lighthouse, has been removed from the track of shipping.

CHINA, EAST COAST—YANGTZE RIVER.

South Channel entrance, approaches to Woosung—Quarantine surveying-beacon discontinued; Surveying-beacon established.

No. 322 (*first publication*).—The Coast Inspector, Shanghai, has given Notice (No. 754 of 1922) that Quarantine Surveying-beacon, hitherto situated on Chungpaosha, Approaches to the Whangpoo (Woosung), has been discontinued.

A new surveying-beacon (a pole with a spherical daymark), to be known as Point Beacon, has been established on the right bank of the Yangtze River, 4.33 miles, S. $72^{\circ} 40'$ E., magnetic, from Woosung Lighthouse.

CHINA, EAST COAST—YANGTZE RIVER, NORTH CHANNEL ENTRANCE.

Tsungming Crossing—Direction of channel changed; light-buoys moved; light-buoy established.

No. 323 (*first publication*).—The following Notice to Mariners (No. 755 of 1922), issued by the Coast Inspector, Shanghai, is republished:—

“Referring to Special Notice to Mariners No. 631, notice is hereby given that the new direction of the Tsungming Crossing, North Channel Entrance to the Yangtze River, has been opened to navigation and its buoyage arranged as follows:—

The East Entrance Light-buoy has been moved but its characteristics have not been changed. From the new position of the buoy, Liuchiao Beacon bears N. 84° E., distant 2.12 miles.

The Crossing Light-buoy has not been moved nor its characteristics changed.

A light-buoy, to be known as Shoal Buoy, painted *black*, and exhibiting a flashing *white* light every 10 seconds, thus:

Light	...	...	...	3 seconds.
Eclipse	...	...	...	7 „

has been established on the south side of the Crossing. From the buoy, Woosung Lighthouse bears S. 94° W., distant 6.13 miles.

West Spit Light-buoy has been moved and now marks the eastern side of the new western entrance to the Crossing, its characteristics remaining unchanged. From the new position of the buoy, Woosung Lighthouse bears S. 64° E., distant 5.62 miles.

This new direction of the Tsungming Crossing has a least through depth of 16 feet at low water of extraordinary spring tides.

All bearings given are magnetic.”

PHILIPPINE ISLANDS—MINDANAO, SOUTH COAST.

Dumankilas Bay—Existence of Rock.

No. 324 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 996 of 1922), are republished:—

Position.—At a distance of approximately 1.66 cables 238° from the northern point of Paya island.

Lat. $7^{\circ} 37'$ N., long. $123^{\circ} 04'$ E. (*approx.*).

Details.—The symbol for a drying rock is to be inserted in the above position on the chart and marked "*Dries (P.A.)*."

Chart affected.—No. 3463, Dumankilas bay.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 666.

Authority.—Manila Notice No. 1 of 1922. (*H. 3388-22.*)

INDIAN OCEAN—SEYCHELLES GROUP.

Mahé Island, Police Point—Light to be discontinued.

No. 325 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 997 of 1922), are republished:—

Position.—Police point lighthouse, lat. $4^{\circ} 48'$ S., long. $55^{\circ} 31'$ E. (*approx.*)

Details.—The fixed white light exhibited from the above lighthouse will be discontinued on and after 31st July 1922. No further Notice will be given.

Note.—"Disused lighthouse" is to be inserted on the charts against the site of the above light.

Charts affected.—No. 1072, Mahé island and approaches.

„ 721, Seychelles group, &c.

„ 2899, Chagos archipelago to Madagascar.

Publications.—List of Lights, Part VI, 1922, No. 239.

South Indian Ocean Pilot, 1911, page 49; Supplement No. 6, 1921.

Authority.—Administrator, Government House, Seychelles. (*H. 1992-22.*)

AUSTRALIA—NEW SOUTH WALES.

Barunguba (Montagu) Island—Amended Position of Rock southward of.

No. 326 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 998 of 1922), are republished:—

Former Notice.—No. 919 of 1922. (*This office No. 307 of 1922.*)

Position.—At a distance of 2.25 miles 194° from Barunguba island light-house, and about 4 cables eastward from position given in former Notice.

Lat. $36^{\circ} 17'$ S., long. $150^{\circ} 14'$ E. (*approx.*).

Description.—A pinnacle rock with a least depth of $2\frac{1}{2}$ fathoms (4^m6).

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publications.—Australia Pilot, Vol. II, 1918, page 447; Supplement No. 3, 1921.

Authority.—Public Works Department, Sydney. (*H. 3220-22.*)

MADAGASCAR—NORTH-WEST COAST.

Radama Islands—Existence of Rock south-westward of.

No. 327 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1002 of 1922), are republished:—

Position.—At a distance of about $7\frac{1}{2}$ miles south-westward from the 472 summit of Nosi Fali.

Lat. $14^{\circ} 09' 05''$ S., long. $47^{\circ} 38' 14''$ E. (*approx.*) on chart No. 705.

Details.—Rock with a depth of less than 6 feet (1^m8).

Note.—The position of the above rock is doubtful and the note "P. D." is to be inserted against it on the charts.

Charts affected.—No. 705, Pasindava bay to Nosi Shaba.

„ 2762, Comoro islands.

„ 758, Cape St Andrew to Antongil bay.

Publication.—South Indian Ocean Pilot, 1911, pages 376, 377.

Authority.—Paris Notice No. 702 of 1922. (*H. 3541-22.*)

JAPAN—INLAND SEA, IYO NADA.

Moro Shima Suido Approach—Decreased Depth on Shoal.

No. 328 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1004 of 1922), are republished:—

Position.—In the north-western approach to Moro shima suido, at a distance of about 7 cables north-eastward of Kurosaki bana.

Lat. $33^{\circ} 58'$ N., long. $132^{\circ} 28'$ E. (*approx.*).

Depth.— $1\frac{1}{2}$ fathoms (2^m7) instead of $5\frac{1}{4}$ fathoms hitherto shown on the charts.

Charts affected.—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 371.

Authority.—Tokyo Notice No. 185 of 1922. (*H. 3678-22.*)

MADAGASCAR, WEST COAST.

Tulléar Bay and Channel—Amendments to Chart No. 692.

No. 329 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1922), are republished:—

Position.—Northern end of the Great Reef, lat. $23^{\circ} 21'$ S., long. $43^{\circ} 36'$ E. (*approx.*).

Details.—Amendments to chart No. 692 with regard to depths, beacons, etc., in Tulléar bay and channel, are shown on the accompanying reproductions of portions of that chart.

Chart affected.—No. 692, St. Augustine and Tulléar bays.

CHINA—KWANTUNG PENINSULA.

Dairen Wan—Mooring-Buoys withdrawn.

No. 330 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1013 of 1922), are republished :—

(a) *Position*.—At a distance of about 4½ miles north-eastward from Howampo tsui (West Entry point).
Lat. 38° 57' N., long. 121° 47' E. (*approx.*).

Description.—Group of four mooring-buoys, painted red.

(b) *Position*.—At a distance of about one mile southward from the buoys mentioned in (a) above.

Description.—A mooring buoy, painted red.

Remarks.—The above buoys have been withdrawn and are accordingly to be expunged from the charts.

Charts affected.—No. 3694, Dairen wan.

„ 1798, Kinchau to Terminal head.

Publications.—China Sea Pilot, Vol. V, 1912, page 554; Supplement No. 6, 1921.

Authority.—Tokyo Notice No. 187 of 1922. (*H. 3680-22.*)

EASTERN ARCHIPELAGO—FLORES SEA.

Bangalore Reef—Non-Existence of.

No. 331 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1014 of 1922), are republished :—

Position on charts.—At a distance of about 19 miles south-eastward from Kalao Tua.

Lat. 7° 43' S., long. 121° 55' E. (*approx.*).

Details.—The above reef is considered to be non-existent and is accordingly to be expunged from the charts.

Charts affected.—No. 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

Authority.—Netherlands Government Charts. (*H. 2611-22.*)

NORTH PACIFIC OCEAN—LIU KIU ISLANDS.

Okinawa Group—Shoal reported southward of.

No. 332 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1024 of 1922), are republished :—

Position.—At a distance of about 34 miles south-westward from the south-west point of Okinawa jima.
Lat. 25° 37' N., long. 127° 18' E. (*approx.*).

Depth.—6 fathoms (11^m0).

Remarks.—The note “*E.D.*” *Repd.* (1922). (*Unexamined*)” is to be inserted against the above position on the charts.

Charts affected.—No. 2412, Amoy to Nagasaki.

„ 781, Pacific ocean—north-west sheet.

„ 2483, Atlantic and Indian oceans, &c.

„ 2683, Pacific ocean.

Publication.—Japan Pilot, 1914, pages 63, 64.

Authority.—Tokyo Notice No. 177 of 1922. (*H. 3676-22.*)

The 27th July 1922.

CELEBES, SOUTH-EAST COAST.

Tiger Islands—Non-Existence of danger northward of.

No. 297 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 891 of 1922), are republished:—

Position.—Lat. $6^{\circ} 07'$ S., long $121^{\circ} 16'$ E. (*approx.*).

Details.—The danger marked "D" shown on the charts in the above position does not exist and is to be expunged accordingly.

Charts affected.—No. 3616, Tomori gulf to Salayar strait, &c.

„ 942a, Eastern archipelago, sheet III.

„ 1263, China sea.

Authority.—Netherlands Hydrographer. (*H. 2623-22.*)

RED SEA, WESTERN SHORE.

(1) *Suakin Harbour and Approaches.—General Amendments to Charts.*

(2) *Shab ul Shubuk.—Existence of shoal; Note to be inserted on charts.*

No. 298 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 892 of 1922), are republished:—

(1) **Suakin harbour and approaches.**

(a) *Position.*—Quarantine island, Suakin harbour, lat. $19^{\circ} 07'$ N., long. $37^{\circ} 20'$ E. (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 901 shows necessary amendments to the chart with regard to depths, positions of bollards and telegraph beacon together with the limits of the reef in the vicinity of the landing causeway.

Note.—"Quarantine island" is to be substituted for "Condenser" against the position in the title of chart No. 901.

(b) *Position.*—Shab Ata, lat. $19^{\circ} 16'$ N., long. $37^{\circ} 23'$ E. (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 81 shows necessary amendments to the chart in the approaches to Suakin, and position of a buoy established on the northern extremity of South Jumna shoal; the black and white buoy formerly marking South Jumna shoal has been withdrawn.

(2) **Shab ul Shubuk.**

(a) *Existence of shoal:*

Position.—Lat. $18^{\circ} 52' 30''$ N., long. $37^{\circ} 26' 05''$ E., on chart No. 81.

Details.—A shoal over which there is a least depth of $2\frac{1}{2}$ fathoms (4^m6) exists to the eastward of Mersa Sheikh Ibrahim, in the above position.

Note.—"P A" is to be inserted against this shoal on the chart.

(b) *Note to be inserted on charts:*

Position.—Shab ul Shubuk, sandy patch.

Lat. $18^{\circ} 53'$ N., long. $37^{\circ} 33'$ E. (*approx.*).

Details.—The following note is to be inserted under the name "Shab ul Shubuk" on the chart.

NOTE.

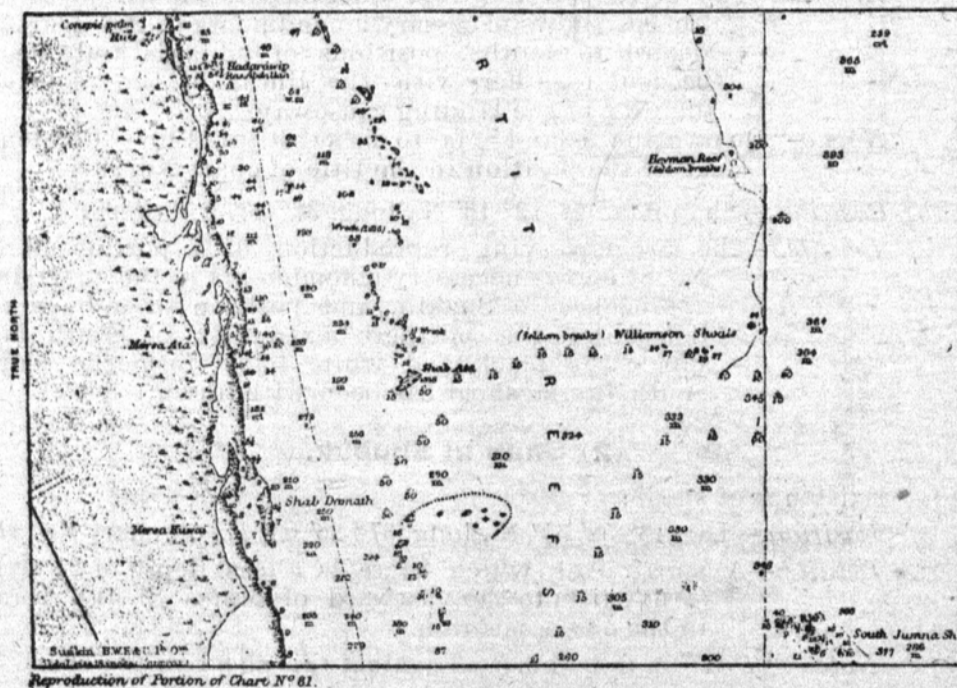
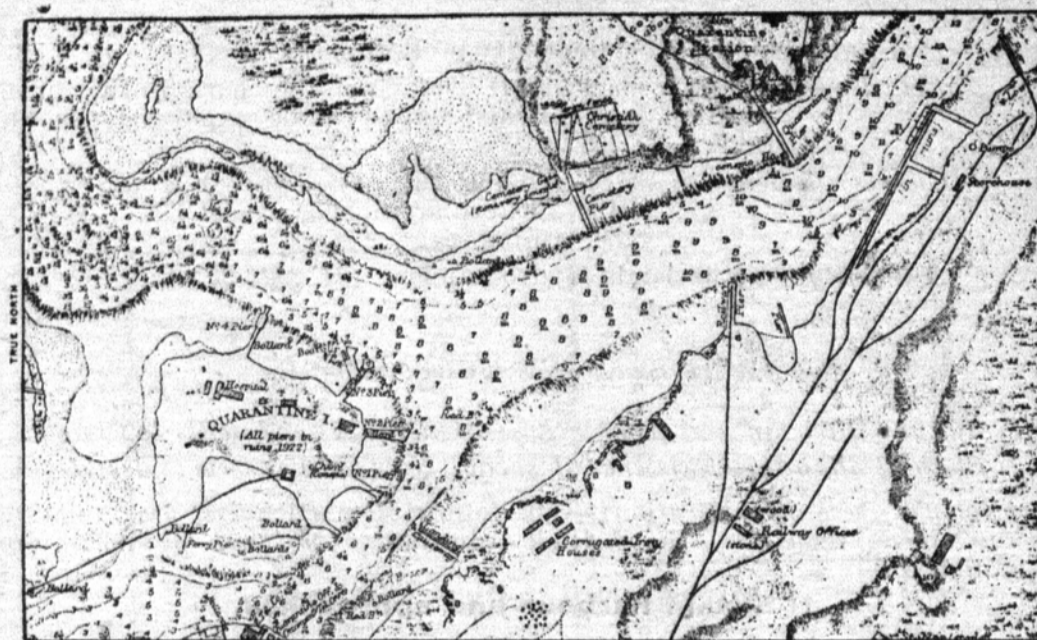
"In the Northern Entrance to the Channel West of Shab ul Shubuk the least depth available is $3\frac{1}{2}$ fathoms 1922."

Charts affected.—No. 901, Suákin harbour.

" 81, Mersa Darúr to Trinkitat.

Publications.—Red Sea and Gulf of Aden Pilot, 1921, pages 176, 177, 178, 321, 325; Supplement No. I, 1922.

Authority.—Port Officer, Port Sudan. (H. 2352-22.)



JAPAN—INLAND SEA.

Suwo Nada, Northern Shore—Amendments to Charts with regard to Shoals and Depths.

No. 299 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 894 of 1922), are republished:—

Position.—No shima, lat. $33^{\circ} 56' N.$, long. $131^{\circ} 42' E.$ (approx.).

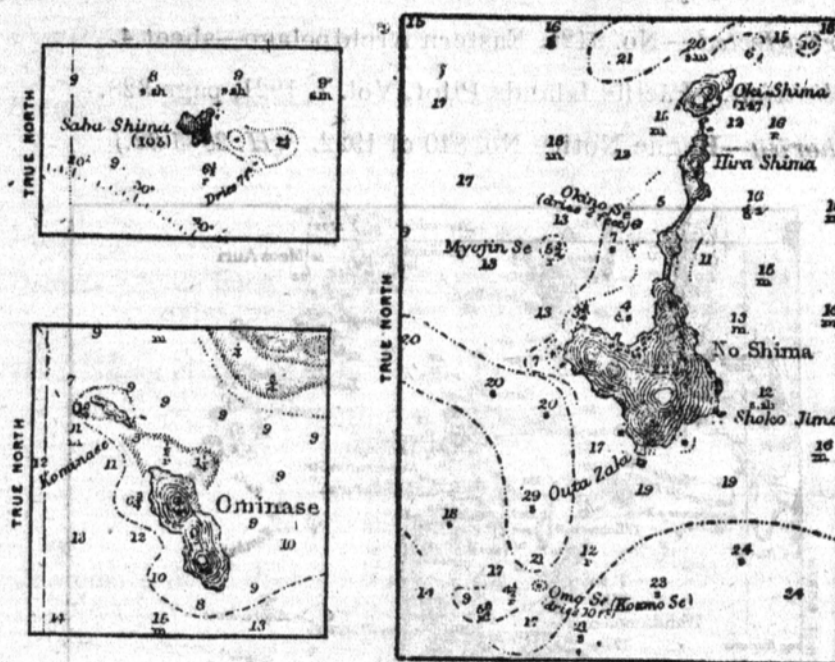
Details.—The accompanying reproduction of portions of charts Nos. 3153 and 2875 show the necessary amendments with regard to shoals and depths off the northern shore of the Suwo nada.

Charts affected.—No. 3153, Maruyama zaki to Ominase.

., 2875, Naikai (seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, pages 401, 405, 406, 407, 408.

Authority.—Japanese Government Charts. (H. 2524-22.)



Reproduction of Portions of Chart N° 3153

0 1 2 Sea Miles



Reproduction of Portion of Chart N° 2875

0 5 10 Sea Miles

NEW GUINEA, NORTH COAST.

Geelvink Bay—Amendments to Chart with regard to Rocks and Shoals.

No. 300 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 895 of 1922), are republished:—

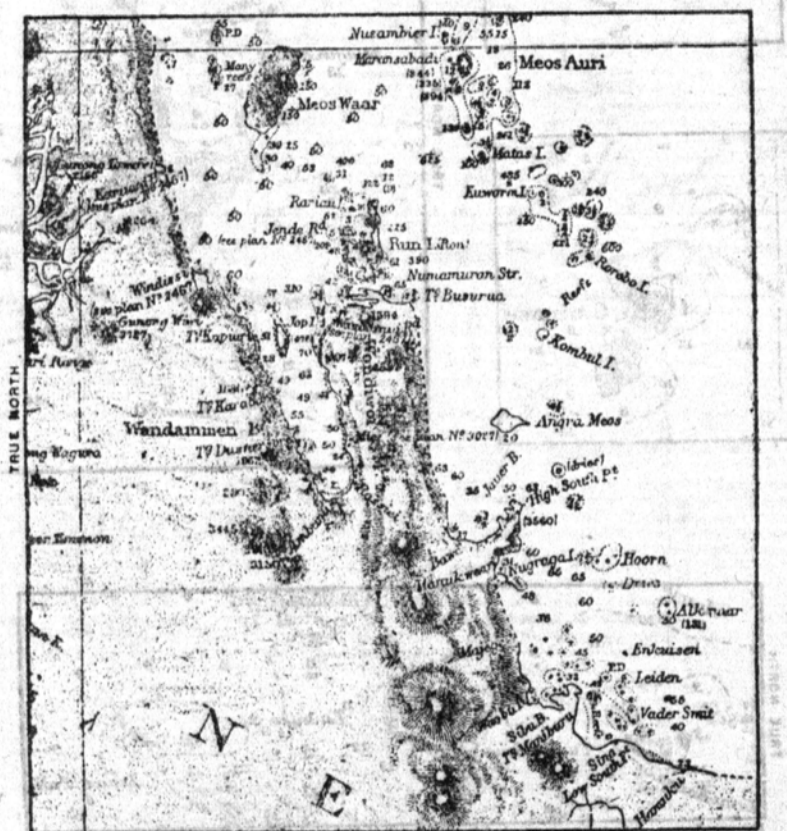
Position.—High South point, lat. $2^{\circ} 52' S.$, long. $134^{\circ} 51' E.$ (approx.).

Details.—The accompanying reproduction of a portion of chart No. 942b shows the necessary amendments with regard to rocks and shoals in the south-western portion of Geelvink bay.

Chart affected.—No. 942b, Eastern Archipelago—sheet 4.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 328.

Authority.—Hague Notice No. 840 of 1922. (H. 2685-22.)



Reproduction of Portion of Chart No. 942b

0 15 30 45 60 Sea Miles

NEW GUINEA, WEST COAST.

Misoöl Island and Islets eastward of—Amended Positions.

No. 301 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 896 of 1922), are republished:—

(1) *Position on charts.*—Tanjong Jamtau, lat. $1^{\circ} 42' S.$, long. $130^{\circ} 19' E.$ (approx.).

Details.—The following note is to be inserted on the charts off the east coast of Misoöl island :—

NOTE.

"The East coast of Misoöl is reported to lie 5 miles further to the East than charted (1922)."

- (2) *Position on charts.*—Groot Schildpad, lat. $1^{\circ} 56' S.$, long. $130^{\circ} 27' E.$ (*approx.*).

The following note is to be inserted on the charts against this group of islets :—

"Reported to lie about 2 miles further North (1922)."

- (3) *Position on charts.*—Small low islet, lat. $1^{\circ} 49' S.$, long. $130^{\circ} 24' E.$ (*approx.*).

Details.—This islet lies 5 miles further to the north-east. It is to be moved on the charts to the following position :—

Lat. $1^{\circ} 46' 00'' S.$, long. $130^{\circ} 28' 00'' E.$

- (4) *Position.*—Lat. $1^{\circ} 45' S.$, long. $130^{\circ} 29' E.$ (*approx.*).

Details.—This islet, marked "(413) Position doubtful," does not exist and is to be deleted from the charts.

- (5) *Position on charts.*—Pulu Dua :

Southern islet, lat. $1^{\circ} 36' S.$, long. $130^{\circ} 29' E.$ (*approx.*).

Northern islet, lat. $1^{\circ} 33' S.$, long. $130^{\circ} 31' E.$ (*approx.*).

The positions of these two islets are incorrect. The islets are to be deleted from the positions given above and re-inserted in pecked lines close together as follows :—

Amended positions.—Pulu Dua :

Southern islet is to be moved on the charts a distance of $4\frac{1}{2}$ miles 023° from position given above.

Northern islet is to be moved on the charts a distance of 2 miles 000° from position given above.

Note.—"Position approx." is to be noted on the charts against the amended positions of Pulu Dua.

Charts affected.—No. 3744, Tanjong Suabur to Kabu islands.

.. 942b, Eastern archipelago—sheet 4.

Publications.—Eastern Archipelago Pilot, Vol. III, 1921, page 242.

Authority.—Hague Notice No. 590 of 1922. (*H. 2126-22.*)

JAVA.

Malabar W-T Station—Wireless Time Signals established.

No. 302 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 904 of 1922), are republished :—

Position.—Lat. $7^{\circ} 06' 51'' S.$, long. $107^{\circ} 36' 20'' E.$

Call signal.—PKX.

Wave length.—8,800 metres (undamped).

Details.—Time signals are broadcasted daily by Malabar W-T station, commencing at 12h. 57m. 05s. G. M. T. (astronomical), corresponding to 20h. 16m. 19.5s. Java Standard Time. The signals are transmitted according to the International system; the procedure being as follows :—

Time—GMT.		Signal.		Signification.
h. m. s.	h. m. s.			
From 2 to 4 minutes before the warning.		. . . . . etc.		V V V, etc.
		05	10	
12 57.05 —	12 57.45	. . . . . etc.		Warning.
57.55 —	58.00	55	56 57 58 59 00	Time signal.
58.08 —	58.10		08 09 10	
58.18 —	58.20		18 19 20	
58.28 —	58.30		28 29 30	
58.38 —	58.40		38 39 40	
58.48 —	58.50		48 49 50	
58.55 —	59.00	55 56	57 58 59 00	Time signal.
59.06 —	59.10	06	07 08 09 10	
59.16 —	59.20	16	17 18 19 20	
59.26 —	59.30	26	27 28 29 30	
59.36 —	59.40	36	37 38 39 40	
59.46 —	59.50	46	47 48 49 50	
59.55 — 13	00.00	55 56	57 58 59 00	Time signal.

Charts affected.—No. 941a, Eastern Archipelago, western portion—part I.

„ 748b, Indian ocean—northern portion.

Publication.—Admiralty List of Wireless Signals, 1922, No. 4050.

Authority.—Netherlands Hydrographer and Hague Notice No. 314 of 1922. (H. 1450-22.)

CELETHCOUT COAT.

Flores Sea—General Amendments to Charts.

No. 303 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 906 of 1922), are republished :—

Position.—Karompa Lompo, lat. 7° 16' S., long. 121° 46' E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 3616, 941*b*, 942*a*, 2759*a*, show the necessary amendments to the charts in the Flores sea, south-east of Pulo Salayar.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

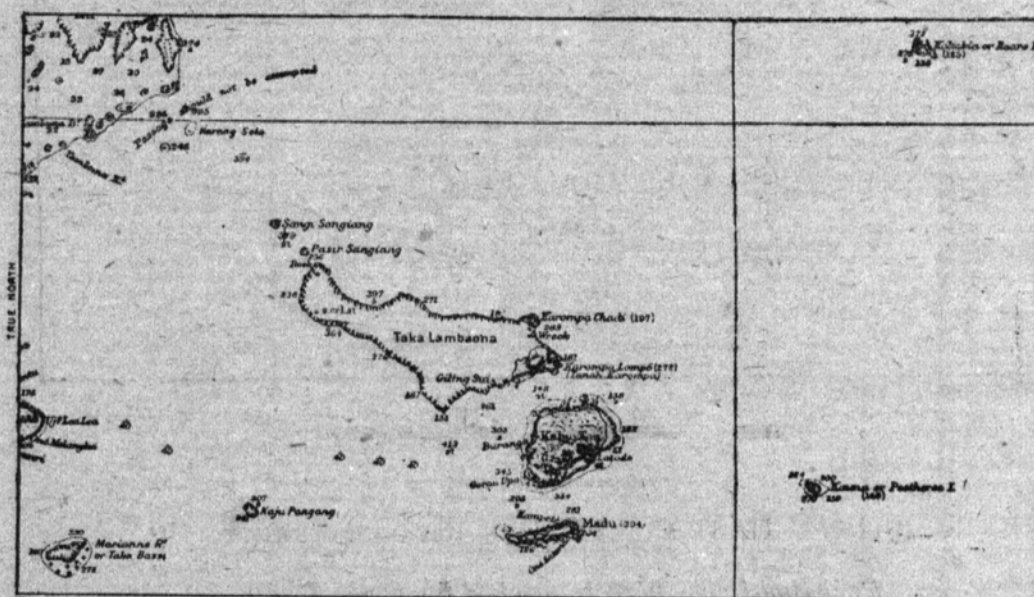
„ 941*b*, Eastern archipelago—sheet 2.

„ 942*a*, Eastern archipelago—sheet 3.

„ 2759*a*, Australia—northern portion.

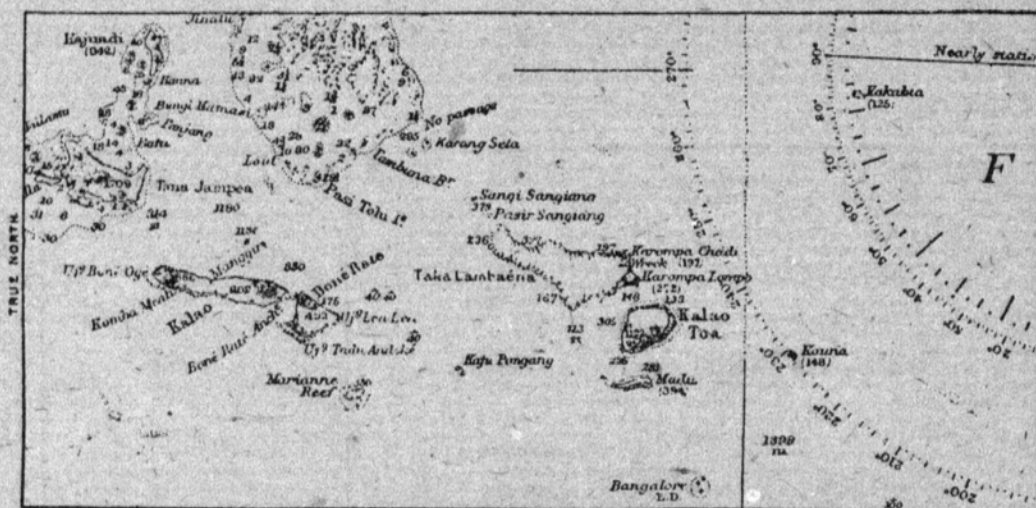
Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 320, 321.

Authority.—Netherlands Government Chart. (H. 1035-22.)





Reproduction of Portion of Chart No. 941B ©



Reproduction of Portion of Chart No. 942A

0 15 30 45 60 Sea Miles

CHINA, EAST COAST—HAN RIVER ENTRANCE.

Port Swatow—Wreck marked by Light-Buoy.

No. 304 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 907 of 1922), are republished:—

(a) Wreck:

Position.—At a distance of approximately 4.15 cables 191° from the flagstaff at the Japanese Consulate.

Lat. $23^{\circ} 21' N.$, long. $116^{\circ} 41' E.$ (approx.).

Description.—Sunken wreck of motor-vessel *Pakwo*.

Note.—The position of this wreck is not accurately known; it is to be inserted on the charts in the above position and marked "P.A."

(b) Light-buoy:

Position.—Marking the above wreck.

Description.—A green wreck-marking buoy exhibiting a green light.

Note.—"Unreliable" is to be inserted against the above light-buoy on the charts.

Charts affected.—No. 854, Port of Swatow.

„ 1962, Hongkong to the Brothers.

Authority.—Shanghai Notice No. 627 of 11th April 1922. (H. 3126-22.)

AUSTRALIA, NORTH COAST—ARAFURA (TIMOR) SEA.

Cape Wessel—Amendment to Chart with regard to Position of Wreck and Shoal northward of.

No. 305 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 909 of 1922), are republished :—

Former Notice.—No. 435 of 1921. (This Office No. 222 of 1921.)

Position.—Lat. $9^{\circ} 52' 00''$ S., long. $136^{\circ} 13' 00''$ E. (approx.).

Description.—A shoal marked by a wreck, with the year date “(1921).”

Note.—On some copies of chart No. 942b, the shoal and wreck are shown about 7 miles eastward of the correct position given above. The charts affected are to be corrected accordingly.

Chart affected.—No. 942b, Eastern archipelago—sheet 4.

Publication.—Australia Pilot, Vol. V, 1914, page 34.

Authority.—Hydrographic Department. (H. 5547-21.)

NEW ZEALAND—NORTH ISLAND, EAST COAST.

East Cape (Otiki)—Light replaced by Temporary Light.

No. 306 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 918 of 1922), are republished :—

Position.—East cape, lat. $37^{\circ} 42'$ S., long. $178^{\circ} 33'$ E. (approx.).

Details.—The flashing white light on East island about one mile eastward of the cape has been permanently discontinued and is replaced temporarily by a light situated on the 476 feet summit on East cape.

The temporary light has the following characteristics :—

Character.—Flashing white every seven seconds, thus :

Flash,	eclipse,
1 sec.	6 sec.

Elevation.—500 feet (152^m4).

Visibility.—About 20 miles, over an arc of 230° , except when obscured by high land to the westward and southward of the light.

Remarks.—The light will also be obscured by East island on certain bearings to vessels passing at distances of less than 8 miles from the light. The light is unwatched.

Note.—It is intended to transfer the lighthouse on East island to a position on the cape.

Charts temporarily affected.—No. 3500, Cape Runaway to Gable End foreland.

„ 2527, Mayor island to Poverty bay.

„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1922, No. 2909.

New Zealand Pilot, 1919, pages 250, 251.

Authority.—Wellington Notice No. 25 of 1922. (*H.* 3321-22.)

AUSTRALIA—NEW SOUTH WALES.

Barunguba (Montagu) Island—Existence of Rock southward of.

No. 307 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 919 of 1922), are republished :—

Position.—At a distance of 2·25 miles 203° from Barunguba island light-house.

Lat. $36^{\circ} 17'$ S., long. $150^{\circ} 13'$ E. (*approx.*)

Description.—A pinnacle rock with a least depth of $2\frac{1}{2}$ fathoms ($4^m 6$)

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publications.—Australia Pilot, Vol. II, 1918, page 447, Supplement No. 3, 1921.

Authority.—Public Works Department, Sydney. (*H.* 3220-22.)

AFRICA, EAST COAST—DAR ES SALAAM.

Outer Makatumbé Island—Light re-exhibited; Alteration in Period.

No. 308 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 927 of 1922), are republished :—

Former Notice.—No. 1174 of 1921 (*This office No. 317 of 1921*) hereby cancelled.

Position.—Lat. $6^{\circ} 48'$ S., long. $39^{\circ} 20'$ E. (*approx.*)

New abridged description.—Lt. Fl. *ea.* 35 sec., 96 ft., vis. 15 m.

Alteration.—This *flashing white* light has been re-exhibited, but the period has been altered from ten seconds to *thirty-five seconds*.

The temporary fixed white light has been discontinued.

Charts affected.—No. 674, Dar es Salaam and adjoining anchorages.

„ 640*a*, Pangani to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

Charts which were temply. affected.—No. 597, Delagoa bay to Cape Guardafui.

„ 748*b*, Indian ocean—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 103.

Africa Pilot, Part III, 1915, page 373; Supplement No. 5, 1921.

Authority.—Director of Marine, Dar es Salaam. (*H.* 3228-22.)

KOREA, SOUTH-WEST COAST—YELLOW SEA.

Thornton Island—Existence of Rock and Wreck south-eastward of.

No. 309 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 928 of 1922), are republished :—

(1) Existence of a rock :

Position.—At a distance of about $1\frac{1}{4}$ miles south-eastward from southern extremity of Thornton island.

Lat. $33^{\circ} 55' 05''$ N., long. $126^{\circ} 20' 20''$ E. (*approx.*), on chart No. 3365.

Depth.—Not stated.

Note.—The Symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts and marked "P.A."

(2) Existence of a wreck :

Position.—At a distance of about 2 cables north-westward from the above rock.

Lat. $33^{\circ} 55' 12''$ N., long. $126^{\circ} 20' 12''$ E., on chart No. 3365.

Description.—Sunken wreck of the steamer *Daini Senkai Maru*.

Charts affected.—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean archipelago, southern portion.

„ 3480, Shantung promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 655.

Authority.—Tokyo Notice No. 167 of 1922. (*H. 3177-22.*)

AUSTRALIA, EAST COAST—QUEENSLAND.

Cleveland Bay, Platypus Channel—General Amendments to Chart.

No. 310 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 938 of 1922), are republished :—

Position.—Townsville harbour, lat. $19^{\circ} 15' S.$, long. $146^{\circ} 50' E.$ (*approx.*)

Details.—The accompanying reproduction of a portion of chart No. 1102 shows the necessary amendments to the chart with regard to Platypus channel, in the approach to Townsville harbour. Attention is drawn to the establishment of eight black beacons, the withdrawal of three conical black buoys, the alteration in the position of the light-buoy marking the north-eastern end of the dredged channel and the existence of foul ground off the north-eastern extremity of the Western breakwater. The fixed green light near the seaward end of Western breakwater has been moved a distance of 200 feet (61m0) to the north-eastward.

Note.—Tidal signals are no longer made from Bay rock and the note on chart No. 1102 is to be amended accordingly.

Charts affected.—No. 1102, Cleveland bay and plan of Townsville harbour.

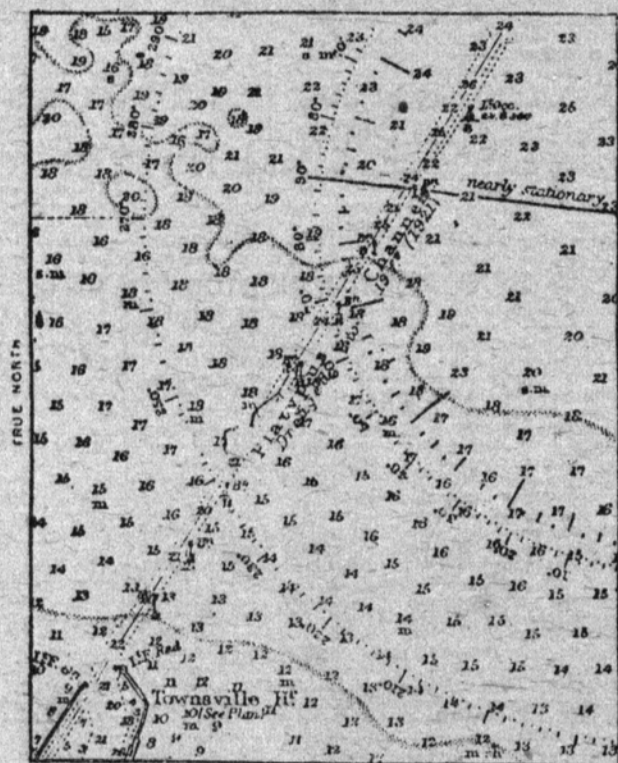
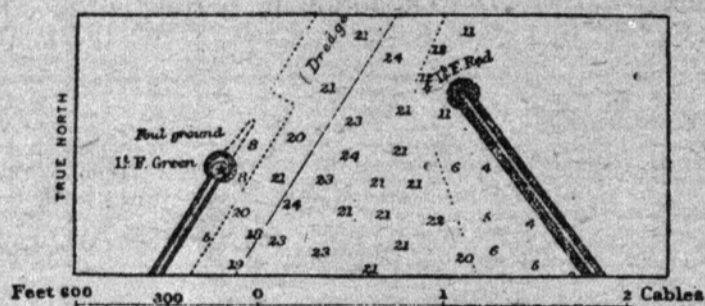
„ 348, Whitsunday island to Magnetic island.

„ 2349, Magnetic island to Double point.

Publications.—List of Lights, Part VI, 1922, No. 2702.

Australia Pilot, Vol. IV 1917, pages 166, 167.

Authority.—Marine Department, Brisbane. (H. 2025-21.)



NEW GUINEA, NORTH-EAST COAST.

Admiralty Islands—Amended Positions of two Islands.

No. 311 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 939 of 1922), are re-published:—

New position.—La Vandola (Naúna) island, lat. $2^{\circ} 11' S.$, long. $148^{\circ} 10' E.$ (approx.).

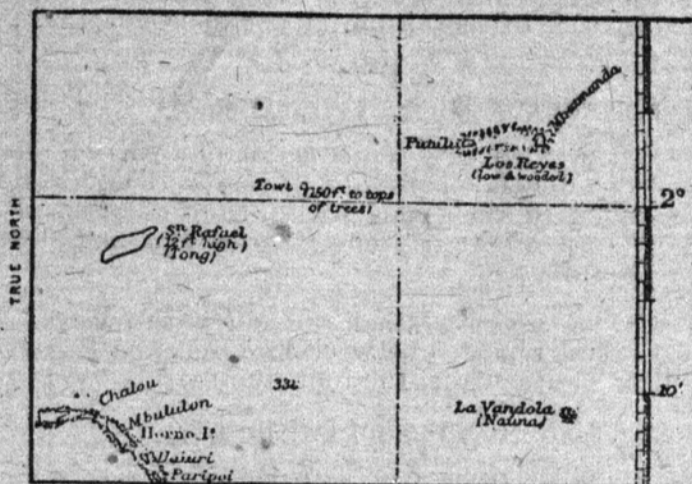
Details.—The accompanying reproduction of portions of charts Nos. 769 and 2766 shows the necessary amendments to the charts with regard to the positions of La Vandola (Naúna) and San Rafael (Tong) islands, also the height of the trees on Towi island.

Charts affected.—No. 769, Admiralty and Hermit islands.

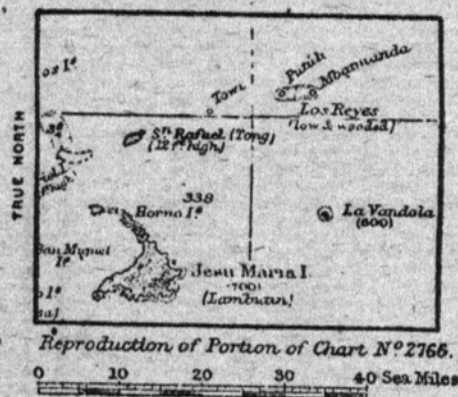
„ 2766, North-east coast of New Guinea, &c.

Publication.—Pacific Islands Pilot, Vol. I, 1921, pages 581, 582.

Authority.—H.M.A.S. *Brisbane*, Remark book, 1922. (H. 2705-22.)



Reproduction of Portion of Chart No. 769



Reproduction of Portion of Chart No. 2766.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

West Faiu Island —Amended Position.

No. 312 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 952 of 1922), are republished:—

Amended Position.—Lat. $8^{\circ} 05' 17''$ N., long. $146^{\circ} 44' 29''$ E.

Details.—Information has been received that the position of West Faiu island is as given above and the charts are to be corrected accordingly. The plan of West Faiu island on chart No. 772 is to be re-graduated to agree with the amended position of this island.

Charts affected.—No. 772, Plan of West Faiu island.

„ 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

Publications.—Pacific Islands Pilot, Vol. I, 1921, page 621.

Authority.—Tokyo Notice No. 146 of 1922. (H. 2951-22.)

JAPAN, SOUTHERN ISLANDS—KAZAN ISLANDS.

Iwo Jima—Amendment to Chart with regard to Shoal and Depths eastward of.

No. 313 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 963 of 1922), are republished:—

Position.—Higashi Iwa, lat. $24^{\circ} 47' N.$, long. $141^{\circ} 23' E.$ (approx.).

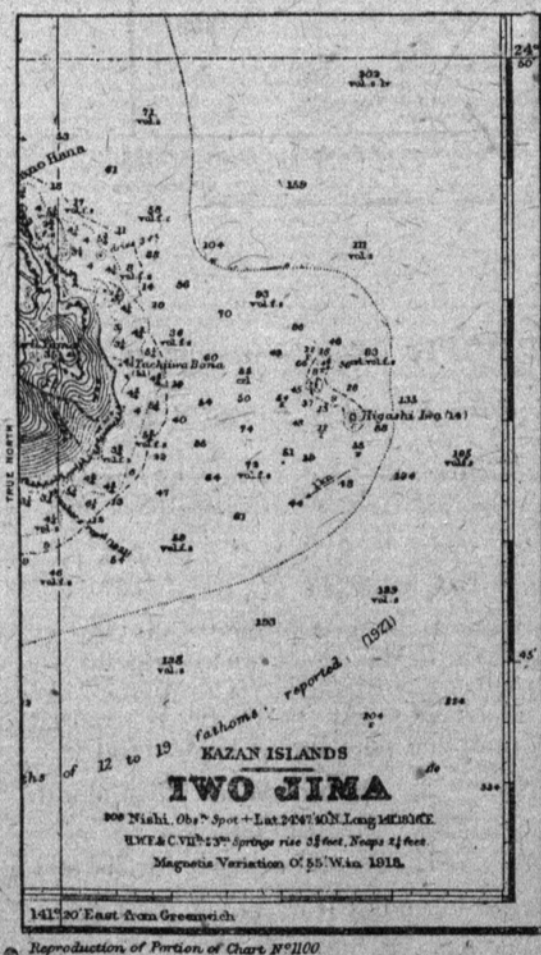
Details.—The accompanying reproduction of a portion of the plan of Iwo jima on chart No. 1100 shows the necessary corrections to that plan with regard to a shoal extending north-westward from Higashi iwa and depths in the vicinity.

Note.—It will be observed that the note with regard to rocks and breakers reported between Iwo jima and Higashi iwa has been omitted from the reproduction.

Chart affected.—No. 1100, Plan of Iwo jima.

Publications.—Japan Pilot, 1914, page 38; Supplement No. 5, 1921.

Authority.—Tokyo Notice No. 106 of 1922. (H. 2760-22.)



NEW ZEALAND, NORTH ISLAND.

Auckland Harbour, Prohibited Anchorage—Light-Beacons established.

No. 314 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 969 of 1922), are republished :—

Former Notice.—No. 191 of 1922. (*This Office No 194 of 1922*).

Position.—Depôt point, lat. $36^{\circ} 50'$ S., long. $174^{\circ} 48'$ E. (*approx.*).

Light-beacons established on Depôt point :—

(1) Front light :

Position.—At a distance of 0.25 of a cable 105° from the site of flagstaff at Depôt point.

Abridged description.—Lt. F. Gn.

Character.—Fixed green.

(2) Rear light :

Position.—At a distance of 0.35 of a cable 012° from front light.

Abridged description.—Lt. F. R.

Character.—Fixed red.

Remarks.—The alignment of these two light-beacons indicates the direction of the telephone cables, which have been laid in the prohibited anchorage southward of Depôt point quoted in the former Notice.

Charts affected.—No. 1970, Auckland harbour and approaches.
„ 1896, Entrances to Auckland harbour.

Publications.—List of Lights, Part VI, 1922, No. 2879.
New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H. 187-22.*)

EASTERN ARCHIPELAGO—TIMOR, WEST COAST.

Kupang—Alteration in Colour of Light.

No. 315 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 970 of 1922), are republished :—

Position.—At northern end of Semau strait.

Lat. $10^{\circ} 10'$ S., long. $123^{\circ} 34'$ E. (*approx.*).

New abridged description.—Lt. Fl. R. *ev.* 3 sec., 61 ft., vis. 12 m.

Alteration.—The colour of this *flashing* light has been altered from white to red.

Charts affected.—No. 3296, Plan of Kupang bay and Roti strait.
„ 475, North-west coast of Australia.
„ 942a, Eastern archipelago—sheet 3.
„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 949.
Eastern Archipelago Pilot, Part II, 1913, page 306.

Authority.—Hague Notice No. 1061 of 1922. (*H. 3336-22.*)

NEW GUINEA, WEST COAST.

Misoöl Island, Katapu Anchorage—Existence of Shoals north-eastward of.

No. 316 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 971 of 1922), are republished :—

Position.—Nusa Pial, lat. $1^{\circ} 50' S.$, long. $129^{\circ} 49' E.$ (approx.).

Distance and bearing from Nusa Pial.		Depth.
(a) 2.90 miles 048°	...	$2\frac{1}{2}$ fathoms (4^m6).
(b) 2.60 miles 057°	...	4 fathoms (7^m3).

Chart affected.—No. 3744. Tanjong Suabur to Kabu islands.

Publication.—Eastern Archipelago Pilot, Vol. III, 1921, page 102.

Authority.—Hague Notice No. 1062 of 1922. (H. 3337-22).

CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Paria (Sopang) Bay Approach—Existence of Shoal.

No. 317 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 973 of 1922), are republished :—

Position.—At a distance of about 12 miles eastward of Sopang reef.
Lat. $4^{\circ} 55' 18'' S.$, long. $121^{\circ} 44' 30'' E.$

Description.—A $4\frac{1}{2}$ fathom (8^m2) shoal, of small extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait, &c.
„ 942a, Eastern archipelago—sheet III.
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 469.

Authority.—Hague Notice No. 1060 of 1922. (H. 3335-22.)

GULF OF SIAM.

Aotinau (Manao) Bay—Caution with regard to Aeroplane Target Practice.

No. 318 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 974 of 1922), are republished :—

Former Notice.—No. 1789 of 1921 (This Office No. 464 of 1921); hereby cancelled.

Position.—North Horn, lat. $11^{\circ} 47' N.$, long. $99^{\circ} 47' E.$ (approx.).

Caution.—Notice is given that target practice from Aeroplanes will take place from time to time in the vicinity of Aotinau bay and approaches. Vessels are warned not to enter the under-mentioned area between sunrise and sunset whilst the practice is being carried out :—

Limits of danger area :

(a) *On the North.*—By a line drawn from a position situated three-quarters of a mile 267° from North Horn summit in a 071° direction for a distance of 7.33 miles.

(b) *On the South*.—By a line drawn from the eastern extremity of Whae Wan village, South Horn, in a 135° direction for a distance of 6.75 miles.

(c) *On the East*.—By a line joining the eastern extremities of limits (a) and (b).

(d) *On the West*.—By a line joining the western extremities of limits (a) and (b).

Note.—The danger area outlined above is to be regarded as permanent.

This area is to be inserted on the charts with the words "*Bomb-dropping practice area*."

Charts affected.—No. 2719, Lem Tane to Ko Ta kut.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 133.

Authority.—Bangkok Notice No. of 1921. (*H. 5518-21*.)

PHILIPPINE ISLANDS—LUZON.

Kavite W-T Time Signal—Alteration in Wave Lengths.

No. 319 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 979 of 1922), are republished :—

Position.—Lat. $14^{\circ} 30' N.$, long. $120^{\circ} 54' E.$ (*approx.*).

Call signal.—NPO.

Details.—The Kavite wireless time signal is now transmitted on wave lengths of 2,700 metres (spark) and 5,200 metres (arc).

Publication.—Admiralty List of Wireless Time Signals, 1922, No. 4046.

Authority.—Berne International List of Radiotelegraph Stations 1921; Supplement No. 7, April, 1922. (*H. 3436-22*.)

The 25th July 1922.

PERSIAN GULF.

Henjam—Positions of Mooring Buoys.

No. 294 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 58M. of 1922), are republished :—

Details.—Four small mooring buoys are now in the following positions in the anchorage inside Henjam Island.

Position of the centre W/T mast.

Lat. $26^{\circ} 41\frac{1}{4}' N.$, long. $55^{\circ} 53\frac{1}{2}' E.$ (approximate).

(a) *Position*.—At a distance of 3.4 cables, 355° , from the centre W/T mast.

(b) *Position*.—At a distance of 3.4 cables, 351° , from the centre W/T mast.

(c) *Position*.—At a distance of 3.75 cables, 037° , from the centre W/T mast.

(d) *Position*.—At a distance of 3.6 cables, $045\frac{1}{2}^{\circ}$, from the centre W/T mast.

Remarks.—The buoy in Position (c) is used to moor the R. I. M. Tender that is attached to the Coal Depôt at Henjam. The other three buoys usually have lighters secured to them.

Charts affected.—No. 3599, Henjam Sound.
 „ 753, Entrance to the Persian Gulf.

Publication.—Persian Gulf Pilot, 1915, page 209.

Authority.—H. M. S. “Triad,” Hyd. Note No. 6, dated 29th June 1922.

BAY OF BENGAL, BURMA—RANGOON RIVER.

D'Silva Shoal—Extended eastward.

No. 295 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 59M. of 1922), are republished:—

Position.—Lat. $16^{\circ} 38\frac{1}{2}'$ N., long. $96^{\circ} 14\frac{1}{2}'$ E. (approximate).

Details.—The Eastern edge of the D'Silva Shoal is reported to have extended further into the channel and there being now only a depth of 5 feet on the line North Beacon transit Syriam Pagoda.

Remarks.—Mariners are advised to keep well to the eastward of this line as the locality is steep to.

Charts affected.—No. 833, Rangoon River and Approaches.

„ 823, Koronge Island to White Point.

Publication.—Bay of Bengal Pilot, 1921, page 462.

Authority.—The Principal Port Officer, Burma, Rangoon, dated 6th July 1922.

INDIA, WEST COAST.

Bombay Harbour—Prohibited Anchorage.

No. 296 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 60M. of 1922), are republished:—

Details.—A green conical Buoy surmounted by a short staff and cone has been placed in a position 270° from Tucker Beacon distant 7 cables.

Remarks.—This buoy marks the position of the wreck of a sunken prow. All vessels and all craft are prohibited from anchoring within a radius of 200 yards of this buoy.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 222.

Authority.—The Port Officer, Bombay, dated 14th July 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 23, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 11th August 1922.

BAY OF BENGAL.

CHITTAGONG COAST.

South Patches light-vessel—Replaced in position.

No. 333-I. (first publication).—

Former Notice.—166-I. of 1922.

Subject.—The South Patches light-vessel, which was removed from her Station on the 28th April 1922, has now been replaced in position.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1922, No. 630.

Bay of Bengal Pilot, 1921, page 326.

Authority.—Port Officer, Chittagong, Telegram dated 10th August 1922.

JAVA, EAST COAST—BALI STRAIT.

Banyuwangi Approaches—Caution regarding Positions of Buoys.

No. 334 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1043 of 1922), are republished :—

Position.—Banyuwangi anchorage, lat. $8^{\circ} 12' S.$, long. $114^{\circ} 24' E.$ (approx.).

Details.—The following cautionary note is to be inserted in the title of the under-mentioned plan on chart No. 3726.

CAUTION.

"The Positions of the Buoys are not to be depended upon."

Chart affected.—No. 3726, Plan of Banyuwangi road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 156, 157.

Authority.—Master of the SS. *Priam*. (H. 3543-22.)

NEW ZEALAND—NORTH ISLAND.

Wellington W-T Station—Alteration in time Signals.

No. 335 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1045 of 1922), are republished :—

Position.—Wellington W-T station, lat. $41^{\circ} 16' S.$, long $174^{\circ} 46' E.$ (approx.).

Call signal.—VLW.

Wave length.—600 metres.

DETAILS.

In addition to the bi-weekly wireless time-signals transmitted at $21^h 00^m 00^s$ G.M.T. (astronomical) (Mondays and Thursdays), particulars of which have already been published, the undermentioned time-signals are transmitted daily except on Saturdays, G.M.T. (Sundays, New Zealand Standard Time), and New Zealand Government holidays.

The transmitting key at Wellington W-T station is automatically operated by the Standard Time clock of the Hector Observatory, lat. $41^{\circ} 17' 03.8'' S.$, long. $174^{\circ} 4' 04.0'' E.$

The first time-signal is at $11^h 00^m 00^s$ G.M.T. (astronomical) corresponding to $22^h 30^m 00^s$ New Zealand Standard time; and is repeated at the 1st, 2nd, 4th, and 5th minutes. There is no signal at $11^h 03^m 00^s$.

Each time-signal, represented by a dash, commences exactly at the beginning of the minute and lasts for one second approximately.

The signals are transmitted in the following manner :—

G. M. T. (Astronomical).							NATURE OF SIGNAL.
h.	m.	s.		h.	m.	s.	
10	58	00	to	10	59	05	New Zealand Observatory time signals eleven hours G.M.T.
10	59	10	"	10	59	50	— etc.
11	00	00	"	11	00	01	— Time signal.
11	00	12	"	11	00	50	— etc.
11	01	00	"	11	01	01	— Time signal.
11	01	13	"	11	01	50	— etc.
11	02	00	"	11	02	01	— Time signal.
11	02	14	"	11	03	50	— etc.
11	04	00	"	11	04	01	— Time signal.
11	04	09	"	11	04	50	— etc.
11	05	00	"	11	05	01	— Time signal.

Note.—The signals other than the actual time-signals are transmitted by hand.

Publication.—Admiralty list of Wireless Signals, 1922, No. 4057.

Authority.—Hector Observatory Bulletin No. 45. (H. 3453-22.)

NEW GUINEA, SOUTH-EASTERN PORTION—LOUISIADE ARCHIPELAGO.

Cape Deliverance—Shoal reported south-eastward of.

No. 336 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1064 of 1922), are republished :—

Position.—At a distance of approximately 30 miles 113- from Adèle islet.

Lat. $11^{\circ} 39' S.$, long. $154^{\circ} 53' E.$ (approx.).

Details.—The SS. *Genchu Maru* is reported to have observed a breaking shoal about one mile in extent in the above position.

The depth was not ascertained.

Note.—The position on the charts is to be encircled by a danger line with the note "(P. A.) Shoal rep^d. (1922)."

Charts affected.—No. 2764, Coral sea and Great Barrier reefs.

" 780, Pacific ocean, south-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 207.

Authority.—Tokyo Notice No. 189 of 1922. (H. 3681-22.)

JAPAN—KYUSHU, GOTO ISLANDS.

Shiro Se—Information with regard to Rocks and Depths northward of.

No. 337 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1068 of 1922), are republished :—

Position.—Shiro se, lat. $33^{\circ} 11' N.$, long. $128^{\circ} 48' E.$ (approx.).

Details.—The amended depth on Shaku shi iwa, together with several depths northward of Shiro se are shown on the accompanying reproduction of a portion of chart No. 359.

The rock, the existence of which was doubtful, reported in the year 1914 about $1\frac{1}{2}$ miles northward of Shiro se lighthouse, does not exist and is therefore omitted from the reproduction.

Charts affected.—No. 359, Nagasaki to Karatsu, with the Goto islands.

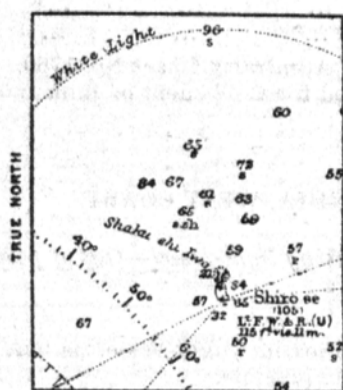
„ 358, Western coasts of Kyushu and Honshū.

„ 104, Korean archipelago, southern portion.

„ 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 499 ; Supplement No. 5, 1921.

Authority.—Tokyo Notice No. 107 of 1922. (H. 2761-22.)



Reproduction of Portion of Chart No. 359.

0 5 Sea Miles

SOUTH AUSTRALIA—SPENCER GULF.

Cape Burr—Buoy south-eastward of, disappeared.

No. 338 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1076 of 1922), are republished :—

Position.—At a distance of about half a mile south-eastward from Cape Burr.

Lat. $34^{\circ} 08' S.$, long. $136^{\circ} 21' E.$ (approx.).

Details.—The black can buoy, formerly marking the eastern edge of the rock in the above position, has disappeared and will not be replaced.

Chart affected.—No. 2389, St. Vincent and Spencer gulfs.

Publication.—Australia Pilot, Vol. I, 1918, page 177.

Authority.—Australia Hydrographer. (H. 3755-22.)

NEW ZEALAND, NORTH ISLAND—BAY OF ENTY.

Alderman Islands—Rock north-eastward of.

No. 339 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1077 of 1922), are republished :—

Position.—At a distance of 4 cables 068° from the northern extremity of the north-easternmost Alderman island.

Lat. $36^{\circ} 56' 36'' S.$, long. $176^{\circ} 06' 25'' E.$, on chart No. 3332.

Description.—A rock which dries 2 feet ($0^m 6$).

Charts affected.—No. 3332, Mercury bay to Town point.

„ 2543, Maunganui bluff to Manukau harbour, &c.

Publication.—New Zealand Pilot, 1919, page 234.

Authority.—Wellington Notice No. 28 of 1922. (H. 1622-22.)

CHINA, EAST COAST.

Chimmo (Chimho) bay and Chinchu (Chuanchow) harbour—Unofficial lights in operation.

No. 340 (first publication).—The Coast Inspector, Shanghai, has given Notice (No. 756 of 1922) that unofficial lights are reported to be in operation at the undermentioned points on the coast :—

Chimmo (Chimho) Bay.

A fixed *white* light, situated on the headland close northward of the village of Chimmo (Chimho), southern side of Chimmo (Chimho) Bay, its approximate position being—

Latitude	...	...	...	...	24° 37' 30" N.
Longitude	...	...	...	...	118° 40' 00" E.

British Admiralty Charts Nos. 1959 and 1760.

Chinchu (Chuanchow) Harbour.

A fixed *white* light, situated on the wall of the town of Tongbu (Chungwu), on the northern side of the approach to Chinchu (Chuanchow) Harbour, its approximate position being—

Latitude	...	...	...	...	24° 52' 45" N.
Longitude	...	...	...	...	118° 55' 30" E.

British Admiralty Chart No. 1760.

The above lights are maintained for the benefit of junk traders and are unreliable.

INDIA, WEST COAST.

*Bombay Floating light-vessel—Out of position.**No. 341 (first publication).—*

Subject.—The Bombay Floating light-vessel is out of position and will be replaced when possible.

Position.—Lat. 18°50' N., long. 72°44' E.

Caution.—Vessels entering the Bombay harbour should keep at least one and half miles south of the light-vessel and then steer to pass south-east of the Prongs Aga light-buoy as usual one mile off.

Charts temporarily affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Vizianrug.

„ 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1922, No. 384.

West Coast of India Pilot, 1919 page 220.

Authority.—Director of the Royal Indian Marine, Bombay, telegram, dated 5th August 1922.

BAY OF BENGAL.

ORISSA COAST, DHAMRA RIVER ENTRANCE.

Shortts Island—Present light not exhibited ; Light shown from a post fixed on old gas light.

No. 342-I. (first publication).—

Subject.—Owing to the flagstaff on Shortts Island from which the light was shown having been washed away, a light is at present shown on an ordinary post, fixed on the old gas light, at a height of 40 feet above sea level.

Position.—Lat. 20° 46½' N., long. 87° 03½' E. (Approximate).

Character.—Fixed white.

Visibility.—Six miles.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 814, The Sandheads—False Point to Matla river.

„ 754, Dhamra river.

Publications.—List of Lights, Part VI, 1922, No. 601.

Bay of Bengal Pilot, 1921, page 277.

Authority.—Port Officer, Chandbali, letter No. 669P., dated the 9th August 1922.

The 5th August 1922.

INDIA, WEST COAST—BOMBAY HARBOUR.

Steam Pilot vessel replaced by Sailing Pilot Schooner.

No. 320 (second publication).—

Subject.—The Steam Pilot vessel has been withdrawn and replaced by a Sailing Pilot Schooner on the 29th July 1922.

Charts affected.—No. 2621, Bombay harbour.

„ 655, Port of Bombay.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 228, Supplement No. 2, 1922.

Authority.—Director, Royal Indian Marine, Bombay, telegram dated 29th July 1922.

CHINA, NORTH COAST.

Eastern approach to Chefoo harbour—Wreck removed.

No. 321 (second publication).—With reference to Notice to Mariners No. 266 of 1922 issued by this Office, the Coast Inspector, Shanghai, has given further Notice (No. 753 of 1922) that the sunken junk in the Eastern Approach to Chefoo Harbour, situated 1.51 miles S. $24\frac{1}{2}^{\circ}$ E., magnetic, from Kungtungtao Lighthouse, has been removed from the track of shipping.

CHINA, EAST COAST—YANGTZE RIVER.

South Channel entrance, approaches to Woosung—Quarantine surveying-beacon discontinued; Surveying-beacon established.

No. 322 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 754 of 1922) that Quarantine Surveying-beacon, hitherto situated on Chungpaosha, Approaches to the Whangpoo (Woosung), has been discontinued.

A new surveying-beacon (a pole with a spherical daymark), to be known as Point Beacon, has been established on the right bank of the Yangtze River, 4.33 miles, S. $72^{\circ} 40'$ E., magnetic, from Woosung Lighthouse.

CHINA, EAST COAST—YANGTZE RIVER, NORTH CHANNEL ENTRANCE.

Tsungming Crossing—Direction of channel changed; light-buoys moved; light-buoy established.

No. 323 (second publication).—The following Notice to Mariners (No. 755 of 1922), issued by the Coast Inspector, Shanghai, is republished:—

“Referring to Special Notice to Mariners No. 631, notice is hereby given that the new direction of the Tsungming Crossing, North Channel Entrance to the Yangtze River, has been opened to navigation and its buoyage arranged as follows:—

The East Entrance Light-buoy has been moved but its characteristics have not been changed. From the new position of the buoy, Liuchiao Beacon bears N. 84° E., distant 2.12 miles.

The Crossing Light-buoy has not been moved nor its characteristics changed.

A light-buoy, to be known as Shoal Buoy, painted *black*, and exhibiting a flashing *white* light every 10 seconds, thus:

Light	...	...	...	3 seconds.
Eclipse	...	...	...	7. „

has been established on the south side of the Crossing. From the buoy, Woosung Lighthouse bears S. 94° W., distant 6.13 miles.

West Spit Light-buoy has been moved and now marks the eastern side of the new western entrance to the Crossing, its characteristics remaining unchanged. From the new position of the buoy, Woosung Lighthouse bears S. $6\frac{1}{2}^{\circ}$ E., distant 5.62 miles.

This new direction of the Tsungming Crossing has a least through depth of 16 feet at low water of extraordinary spring tides.

All bearings given are magnetic."

PHILIPPINE ISLANDS—MINDANAO, SOUTH COAST.

Dumankilas Bay—Existence of Rock.

No. 324 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 996 of 1922), are republished:—

Position.—At a distance of approximately 1.66 cables 238° from the northern point of Paya island.

Lat. $7^{\circ} 37' N.$, long. $123^{\circ} 04' E.$ (*approx.*).

Details.—The symbol for a drying rock is to be inserted in the above position on the chart and marked "*Dries (P.A.)*."

Chart affected—No. 3463, Dumankilas bay

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 666.

Authority.—Manila Notice No. 1 of 1922. (*H. 3388-22.*)

INDIAN OCEAN—SEYCHELLES GROUP.

Mahé Island, Police Point—Light to be discontinued.

No. 325 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 997 of 1922), are republished:—

Position.—Police point lighthouse, lat. $4^{\circ} 48' S.$, long. $55^{\circ} 31' E.$ (*approx.*)

Details.—The fixed white light exhibited from the above lighthouse will be discontinued on and after 31st July 1922. No further Notice will be given.

Note.—"Disused lighthouse" is to be inserted on the charts against the site of the above light.

Charts affected.—No. 1072, Mahé island and approaches.

" 721, Seychelles group, &c.

" 2899, Chagos archipelago to Madagascar.

Publications.—List of Lights, Part VI, 1922, No. 239.

South Indian Ocean Pilot, 1911, page 49: Supplement No. 6, 1921.

Authority.—Administrator, Government House, Seychelles. (*H. 1992-22.*)

AUSTRALIA—NEW SOUTH WALES.

Barunguba (Montagu) Island—Amended Position of Rock southward of.

No. 326 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 998 of 1922), are republished:—

Former Notice.—No. 919 of 1922. (*This office No. 307 of 1922.*)

Position.—At a distance of 2.25 miles 194° from Barunguba island light-house, and about 4 cables eastward from position given in former Notice.

Lat. $36^{\circ} 17' S.$, long. $150^{\circ} 14' E.$ (*approx.*).

Description.—A pinnacle rock with a least depth of $2\frac{1}{2}$ fathoms (4^m6).

Charts affected.—No. 1017, Gabo island to Montagu island.

" 1211, Gabo island to Port Jackson.

Publications.—Australia Pilot, Vol. II, 1918, page 447; Supplement No. 3, 1921.

Authority.—Public Works Department, Sydney. (*H. 3220-22.*)

MADAGASCAR—NORTH-WEST COAST.

Radama Islands—Existence of Rock south-westward of.

No. 327 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1002 of 1922), are republished:—

Position.—At a distance of about $7\frac{1}{2}$ miles south-westward from the 472 summit of Nosi Fali.

Lat. $14^{\circ} 09' 05''$ S., long. $47^{\circ} 38' 14''$ E. (*approx.*) on chart No. 705.

Details.—Rock with a depth of less than 6 feet (1^m8).

Note.—The position of the above rock is doubtful and the note "P. D." is to be inserted against it on the charts.

Charts affected.—No. 705, Pasindava bay to Nosi Shaba.

„ 2762, Comoro islands.

„ 758, Cape St. Andrew to Antongil bay.

Publication.—South Indian Ocean Pilot, 1911, pages 376, 377.

Authority.—Paris Notice No. 702 of 1922. (*H. 3541-22.*)

JAPAN—INLAND SEA, IYO NADA.

Moro Shima Suido Approach—Decreased Depth on Shoal.

No. 328 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1004 of 1922), are republished:—

Position.—In the north-western approach to Moro shima suido, at a distance of about 7 cables north-eastward of Kuro-saki bana.

Lat. $33^{\circ} 58'$ N., long. $132^{\circ} 28'$ E. (*approx.*).

Depth.— $1\frac{1}{2}$ fathoms (2^m7) instead of $5\frac{1}{4}$ fathoms hitherto shown on the charts.

Charts affected.—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 371.

Authority.—Tokyo Notice No. 185 of 1922. (*H. 3678-22.*)

MADAGASCAR, WEST COAST.

Tulléar Bay and Channel—Amendments to Chart No. 692.

No. 329 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1922), are republished:—

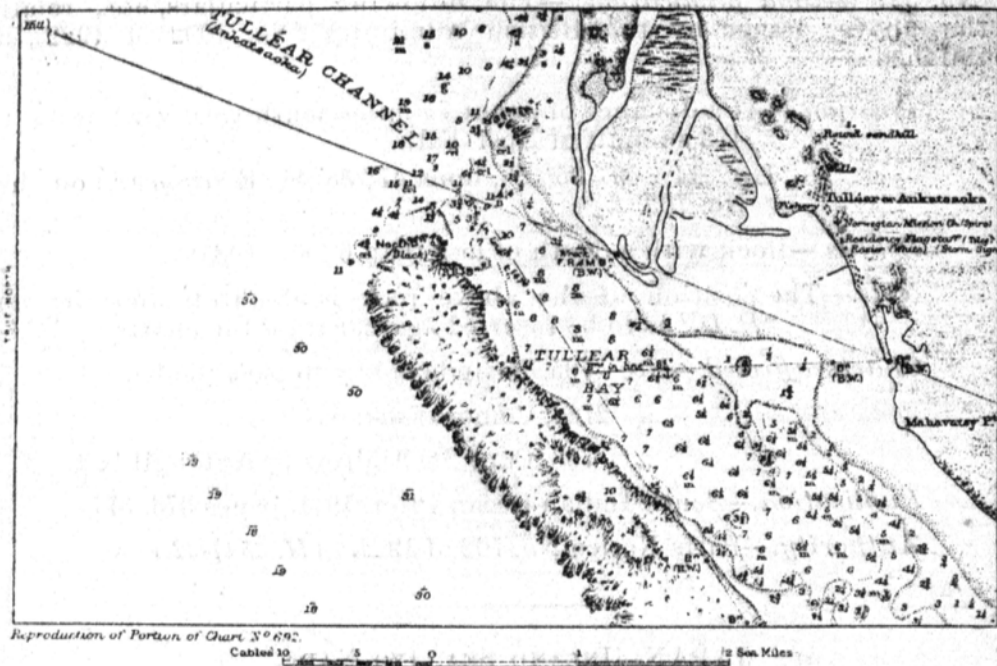
Position.—Northern end of the Great Reef, lat. $23^{\circ} 21'$ S., long. $43^{\circ} 36'$ E. (*approx.*).

Details.—Amendments to chart No. 692 with regard to depths, beacons, etc., in Tulléar bay and channel, are shown on the accompanying reproductions of portions of that chart.

Chart affected.—No. 692, St. Augustine and Tulléar bays.

Publication.—South Indian Ocean Pilot, 1911, pages 451 to 454.

Authority.—French Government Chart. (H. 3213-22.)



CHINA—KWANTUNG PENINSULA.

Dairen Wan—Mooring-Buoys withdrawn.

No. 330 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1013 of 1922), are republished :—

(a) *Position.*—At a distance of about 4½ miles north-eastward from Howampo tsui (West Entry point).

Lat. $38^{\circ} 57' N.$, long. $121^{\circ} 47' E.$ (*approx.*).

Description.—Group of four mooring-buoys, painted red.

(b) *Position.*—At a distance of about one mile southward from the buoys mentioned in (a) above.

Description.—A mooring buoy, painted red.

Remarks.—The above buoys have been withdrawn and are accordingly to be expunged from the charts.

Charts affected.—No. 3694, Dairen wan.

„ 1798, Kinchau to Terminal head.

Publications.—China Sea Pilot, Vol. V, 1912, page 554; Supplement No. 6, 1921.

Authority.—Tokyo Notice No. 187 of 1922. (*H. 3680-22.*)

EASTERN ARCHIPELAGO—FLORES SEA.

Bangalore Reef—Non-Existence of.

No. 331 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1014 of 1922), are republished :—

Position on charts.—At a distance of about 19 miles south-eastward from Kalao Tua.

Lat. $7^{\circ} 43' S.$, long. $121^{\circ} 55' E.$ (*approx.*).

Details.—The above reef is considered to be non-existent and is accordingly to be expunged from the charts.

Charts affected.—No. 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion. .

Authority.—Netherlands Government Charts. (*H. 2611-22.*)

NORTH PACIFIC OCEAN—LIU KIU ISLANDS.

Okinawa Group—Shoal reported southward of.

No. 332 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1024 of 1922), are republished :—

Position.—At a distance of about 34 miles south-westward from the south-west point of Okinawa jima.

Lat. $25^{\circ} 37' N.$, long. $127^{\circ} 18' E.$ (*approx.*).

Depth.—6 fathoms (11^m0).

Remarks.—The note “*E.D.*” *Repd.* (1922). (*Unexamined*)” is to be inserted against the above position on the charts.

Charts affected.—No. 2412, Amoy to Nagasaki.

„ 781, Pacific ocean—north-west sheet.

„ 2483, Atlantic and Indian oceans, &c.

„ 2683, Pacific ocean.

Publication.—Japan Pilot, 1914, pages 63, 64.

Authority.—Tokyo Notice No. 177 of 1922. (*H. 3676-22.*)

The 27th July 1922.

CELEBES, SOUTH-EAST COAST.

Tiger Islands—Non-Existence of danger northward of.

No. 297 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 891 of 1922), are republished:—

Position.—Lat. $6^{\circ} 07' S.$, long $121^{\circ} 16' E.$ (approx.).

Details.—The danger marked "D" shown on the charts in the above position does not exist and is to be expunged accordingly.

Charts affected.—No. 3616, Tomori gulf to Salayar strait, &c.
 „ 942a, Eastern archipelago, sheet III.
 „ 1263, China sea.

Authority.—Netherlands Hydrographer. (H. 2623-22.)

RED SEA, WESTERN SHORE.

(1) *Suakin Harbour and Approaches.—General Amendments to Charts.*

(2) *Shab ul Shubuk.—Existence of shoal; Note to be inserted on charts.*

No. 298 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 892 of 1922), are republished:—

(1) **Suakin harbour and approaches.**

(a) *Position.*—Quarantine island, Suakin harbour, lat. $19^{\circ} 07' N.$, long. $37^{\circ} 20' E.$ (approx.).

Details.—The accompanying reproduction of a portion of chart No. 901 shows necessary amendments to the chart with regard to depths, positions of bollards and telegraph beacon together with the limits of the reef in the vicinity of the landing causeway.

Note.—"Quarantine island" is to be substituted for "Condenser" against the position in the title of chart No. 901.

(b) *Position.*—Shab Ata, lat. $19^{\circ} 16' N.$, long. $37^{\circ} 23' E.$ (approx.).

Details.—The accompanying reproduction of a portion of chart No. 81 shows necessary amendments to the chart in the approaches to Suakin, and position of a buoy established on the northern extremity of South Jumna shoal; the black and white buoy formerly marking South Jumna shoal has been withdrawn.

(2) **Shab ul Shubuk.**

(a) *Existence of shoal:*

Position.—Lat. $18^{\circ} 52' 30'' N.$, long. $37^{\circ} 26' 05'' E.$, on chart No. 81.

Details.—A shoal over which there is a least depth of $2\frac{1}{2}$ fathoms (4^m6) exists to the eastward of Mersa Sheikh Ibrahim, in the above position.

Note.—"P A" is to be inserted against this shoal on the chart.

(b) *Note to be inserted on charts:*

Position.—Shab ul Shubuk, sandy patch.

Lat. $18^{\circ} 53' N.$, long. $37^{\circ} 33' E.$ (approx.).

Details.—The following note is to be inserted under the name "Shab ul Shubuk" on the chart.

NOTE.

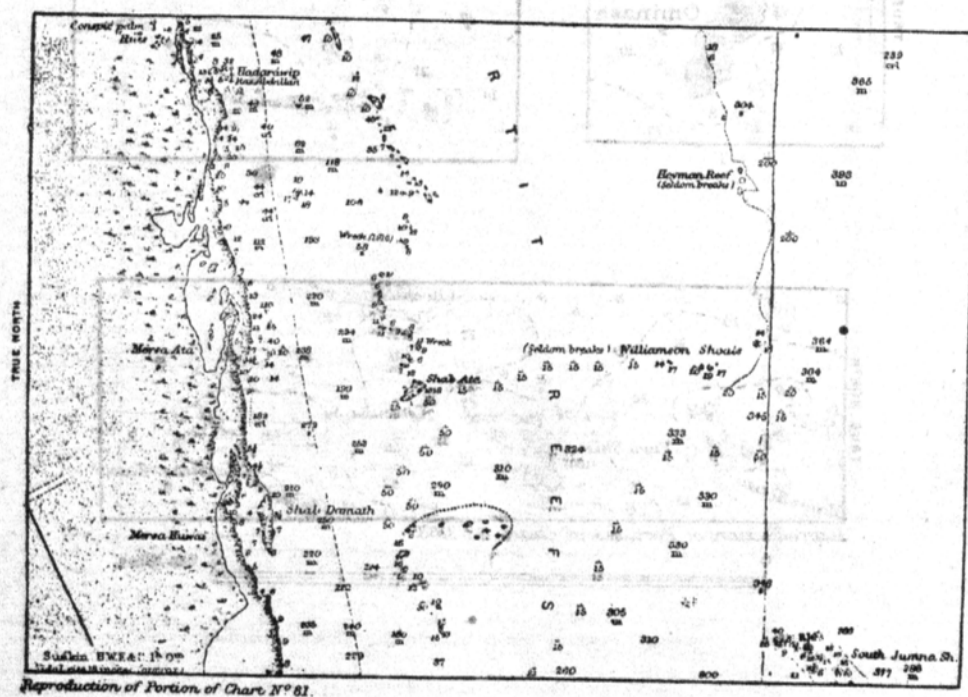
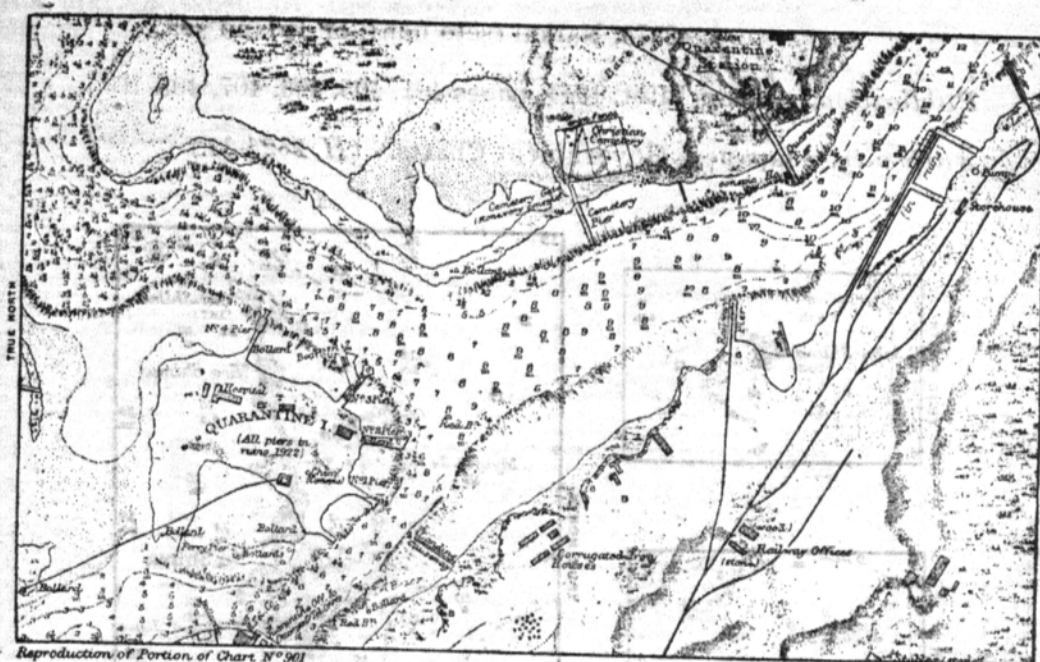
"In the Northern Entrance to the Channel West of Shab ul Shubuk the least depth available is $3\frac{1}{2}$ fathoms 1922."

Charts affected.—No. 901, Suakin harbour.

81, Mersa Darûr to Triukitat.

Publications.—Red Sea and Gulf of Aden Pilot, 1921, pages 176, 177, 178, 321, 325; Supplement No. 1, 1922.

Authority.—Port Officer, Port Sudan. (H. 2352-22.)



JAPAN—INLAND SEA.

Suwo Nada, Northern Shore—Amendments to Charts with regard to Shoals and Depths.

No. 299 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 894 of 1922), are republished:—

Position.—No shima, lat. $33^{\circ} 56' N.$, long. $131^{\circ} 42' E.$ (approx.).

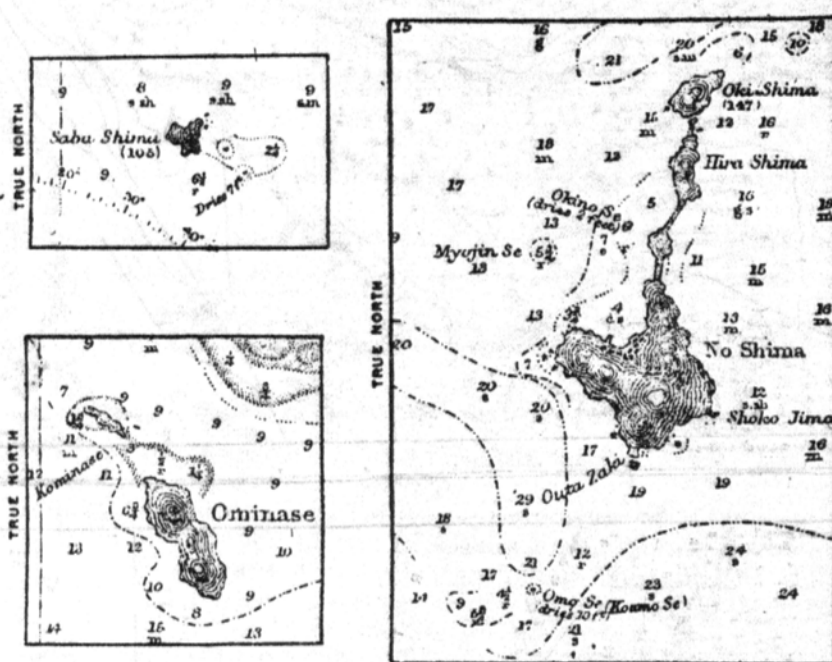
Details.—The accompanying reproduction of portions of charts Nos. 3153 and 2875 show the necessary amendments with regard to shoals and depths off the northern shore of the Suwo nada.

Charts affected—No. 3153, Maruyama zaki to Ominase.

„ 2875, Naikai (seto uchi) or Inland sea.

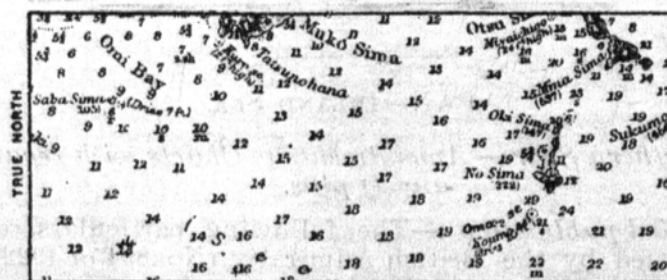
Publication.—Japan Pilot, 1914, pages 401, 405, 406, 407, 408.

Authority.—Japanese Government Charts. (H. 2524-22.)



Reproduction of Portions of Chart N° 3153

0 1 2 Sea Miles



Reproduction of Portion of Chart N° 2875

0 5 10 Sea Miles

NEW GUINEA, NORTH COAST.

Geelvink Bay—Amendments to Chart with regard to Rocks and Shoals.

No. 300 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 895 of 1922), are republished:—

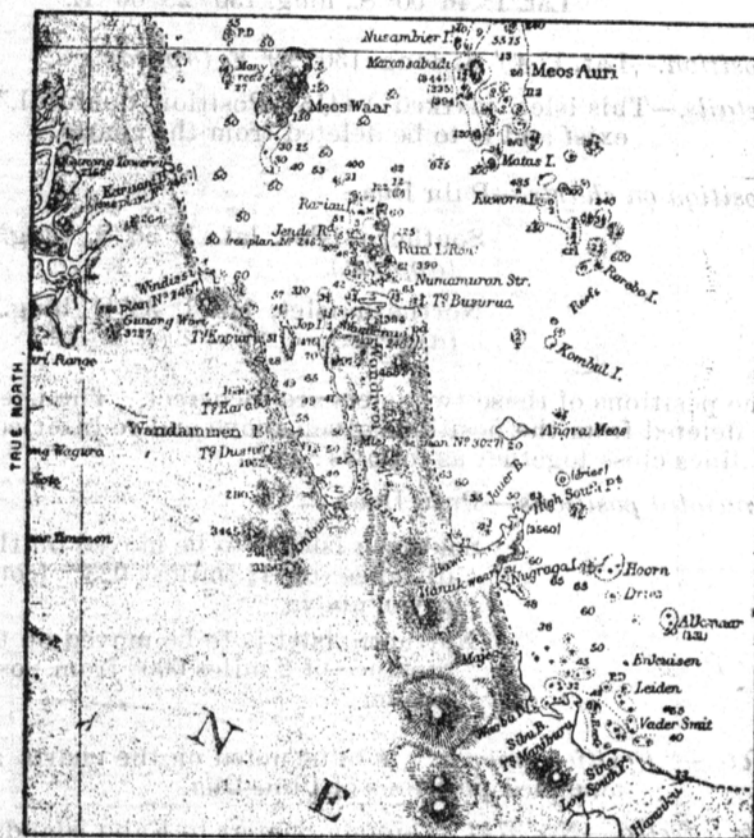
Position.—High South point, lat. $2^{\circ} 52' S.$, long. $134^{\circ} 51' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 942*b* shows the necessary amendments with regard to rocks and shoals in the south-western portion of Geelvink bay.

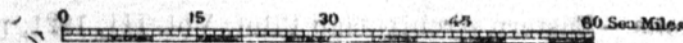
Chart affected.—No. 942b, Eastern Archipelago—sheet 4.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 328.

Authority—Hague Notice No. 840 of 1922. (*H.* 2685-22.)



Reproduction of Portion of Chart N^o 9428



NEW GUINEA, WEST COAST.

Misoöl Island and Islets eastward of—Amended Positions.

No. 301 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 896 of 1922), are republished:—

(1) *Position on charts*.—Tanjong Jamtau, lat. $1^{\circ} 42' \text{ S.}$, long. $130^{\circ} 19' \text{ E.}$
(approx.).

Details.—The following note is to be inserted on the charts off the east coast of Misoöl island:—

NOTE.

“The East coast of Misoöl is reported to lie 5 miles further to the East than charted (1922).”

- (2) *Position on charts.*—Groot Schildpad, lat. $1^{\circ} 56' S.$, long. $130^{\circ} 27' E.$ (*approx.*).

The following note is to be inserted on the charts against this group of islets:—

“Reported to lie about 2 miles further North (1922).”

- (3) *Position on charts.*—Small low islet, lat. $1^{\circ} 49' S.$, long. $130^{\circ} 24' E.$ (*approx.*).

Details.—This islet lies 5 miles further to the north-east. It is to be moved on the charts to the following position:—

Lat. $1^{\circ} 46' 00'' S.$, long. $130^{\circ} 28' 00'' E.$

- (4) *Position.*—Lat. $1^{\circ} 45' S.$, long. $130^{\circ} 29' E.$ (*approx.*).

Details.—This islet, marked “(413) Position doubtful,” does not exist and is to be deleted from the charts.

- (5) *Position on charts.*—Pulu Dua:

Southern islet, lat. $1^{\circ} 36' S.$, long. $130^{\circ} 29' E.$ (*approx.*).

Northern islet, lat. $1^{\circ} 33' S.$, long. $130^{\circ} 31' E.$ (*approx.*).

The positions of these two islets are incorrect. The islets are to be deleted from the positions given above and re-inserted in pecked lines close together as follows:—

Amended positions.—Pulu Dua:

Southern islet is to be moved on the charts a distance of $4\frac{1}{2}$ miles 023° from position given above.

Northern islet is to be moved on the charts a distance of 2 miles 000° from position given above.

Note.—“*Position approx.*” is to be noted on the charts against the amended positions of Pulu Dua.

Charts affected.—No. 3744, Tanjong Snabur to Kabu islands.

.. 942b, Eastern archipelago—sheet 4.

Publications.—Eastern Archipelago Pilot, Vol. III, 1921, page 242.

Authority.—Hague Notice No. 590 of 1922. (*H. 2126-22.*)

JAVA.

Malabar W-T Station—Wireless Time Signals established.

No. 302 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 904 of 1922), are republished:—

Position.—Lat. $7^{\circ} 06' 51'' S.$, long. $107^{\circ} 36' 20'' E.$

Call signal.—PKX.

Wave length.—8,800 metres (undamped).

Details.—Time signals are broadcasted daily by Malabar W-T station, commencing at 12h. 57m. 05s. G. M. T. (astronomical), corresponding to 20h. 16m. 19.5s. Java Standard Time. The signals are transmitted according to the International system; the procedure being as follows:—

Time—GMT.		Signal.		Signification.
h. m. s.	h. m. s.			
From 2 to 4 minutes before the warning.		. . . — . . . — . . . — etc.		V V V, etc.
		05	10	
12 57.05 —	12 57.45	— . . —	— . . — etc.	Warning.
57.55 —	58.00	<u>55</u> <u>56</u>	<u>57</u> <u>58</u> <u>59</u> <u>00</u>	Time signal.
58.08 —	58.10		<u>08</u> <u>09</u> 10	
58.18 —	58.20		<u>18</u> <u>19</u> 20	
58.28 —	58.30		<u>28</u> <u>29</u> 30	
58.38 —	58.40		<u>38</u> <u>39</u> 40	
58.48 —	58.50		<u>48</u> <u>49</u> 50	
58.55 —	59.00	<u>55</u> <u>56</u>	<u>57</u> <u>58</u> <u>59</u> <u>00</u>	Time signal.
59.06 —	59.10	<u>06</u> <u>07</u>	<u>08</u> <u>09</u> 10	
59.16 —	59.20	<u>16</u> <u>17</u>	<u>18</u> <u>19</u> 20	
59.26 —	59.30	<u>26</u> <u>27</u>	<u>28</u> <u>29</u> 30	
59.36 —	59.40	<u>36</u> <u>37</u>	<u>38</u> <u>39</u> 40	
59.46 —	59.50	<u>46</u> <u>47</u>	<u>48</u> <u>49</u> 50	
59.55 — 13	00.00	<u>55</u> <u>56</u>	<u>57</u> <u>58</u> <u>59</u> <u>00</u>	Time signal.

Charts affected.—No. 941a, Eastern Archipelago, western portion—part I.

„ 748b, Indian ocean—northern portion.

Publication.—Admiralty List of Wireless Signals, 1922, No. 4050.

Authority.—Netherlands Hydrographer and Hague Notice No. 314 of 1922. (H. 1450-22.)

CELETHCOUT COAT.

Flores Sea—General Amendments to Charts.

No. 303 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 906 of 1922), are republished:—

Position.—Karompa Lompo, lat. 7° 16' S., long. 121° 46' E. (approx.).

W. M. T. 10-10-10

Charts affect

Publication

Authority.—

